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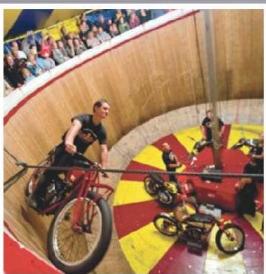
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Above: Lorries, buses and vans of all types are expected at the Autumn Tractor World & Classic Commercial Show, at Newbury Showground, on 6-7th October, especially on the Sunday 'Drive-In' day – a fitting season closer for many of them. Here are a few of the vehicles present at last year's event.

You might recall that last month I was writing about how vehicles have changed – or haven't changed – over time. I think Brian Stephenson's pictures of lorries in London, taken mainly in the late 1950s, rather underline my point.

There are pictures there of lorries from the late 1930s to the early 1950s, which must have looked quite old when they were taken. There are a few exceptions to be seen, but most of them look pretty well-worn. Even some which weren't even ten years old when they were photographed look about ready for a total rebuild – although they appear to have still been in regular use.

Of course, this was well before the big changes to driver, vehicle and operator licensing at the end of the 1960s. This made a big change to the way road transport operated. While I'm sure that many drivers and their bosses were thoroughly annoyed at the introduction of lots of red tape, many were equally relieved at the new requirements which made the vehicles they had to drive from day to day a lot safer. It took a while and the Continental invasion to make significant improvements to comfort and ease of driving, but the state of some of the lorries seen in Brian's pictures speaks volumes.

Those were the days – and for lots of people, best forgotten. Not so for all of us with a fondness for things past.

Judging from the reports I have been

receiving and the events I've visited myself, we are having a good rally season this year – the weather is certainly helping – with quite a number of new and different vehicles to be seen, which is always a good sign. We will continue to report on them, as I think it offers a balance, as well as a link with the pictures and stories from the past.

August sees the 50th Great Dorset Steam Fair, where the magazine will be represented, alongside all the other Kelsey magazine titles.

A quick word here about the Autumn Tractor World & Classic Commercial Show, to be held on 6-7th October, at Newbury Showground, which is supported by our publisher, Kelsey.

This year's themes are Classic and Modern Tractors from 1965 to the year 2000, Field Marshall and Marshall tractors. There will be club stands, including Blue Force, with an almost complete line-up of Fordson F and N models, from an early Ministry of Munitions version to a 1945 model built in the last 10 days of production, privately entered tractors, machinery, stationary engines, models, steamers, horticulture and garden exhibits, on display indoors and outdoors.

There will be a vintage auction sale on the Saturday from H J Pugh, a Sunday morning vintage sort-out autojumble, while specialist traders will be attending for the weekend.

An increasingly important part of the show is the large turnout of classic commercials on display for the weekend, with a 'drive-in' day

on the Sunday. As well as many lorries, this year a large number of Land Rovers, as well as vintage buses are expected.

You do not need to book for the Sunday drive in day, just turn up with a classic commercial or vintage bus before 9.30 am, but please pre-book for weekend display. Camping is free for exhibitors.

See the advert in this issue. More details are available from Mark Woodward on 01697 451882, or visit the website, www.tractorworldshows.co.uk

See you there and a few more we hope to visit during the next few weeks...

ON THE COVER...



This month, we look back at commercial vehicle shows of the past in our 'Scenes Past' feature. The export market was most important to British vehicle manufacturers at one time, which means that unfamiliar-looking lorries with familiar badges would be seen, like this old-fashioned looking normal control export model Albion Clydesdale from the mid-1960s.

BUSES AROUND NEWCASTLE

With a change of scene for a couple of issues, Ron Henderson looks at the buses that formed part of his youth rather than fire engines.



Newcastle upon Tyne was, like most cities a good place to see an assortment of buses, in the years before the formation of the Passenger Transport Executive in January 1970. There were four main bus stations in the city, four bus depots and several companies operating services to and from the city. Prior to the formation of the PTE, municipal corporations operating passenger services were features of most cities and county boroughs.

Newcastle was no different, operating a large fleet of motor buses and electrically-driven trolleybuses, based at two depots, Slatyford in the north west of the city, on the site of a former barrage balloon station, and Byker in the east end. The buses, originally painted dark blue and consequently known as the 'blue buses', to differentiate them from other companies' buses, were later finished in a cadmium yellow livery with cream bands



Above: Newcastle-based coachbuilder Northern Coachbuilders bodied many buses for Newcastle Corporation, including this AEC Regent III, one of a batch of 40 delivered in 1950. A previous series of 29 NCB buses had been delivered some ten years earlier.

and maroon mudguards, with the cities' armorial bearings on the side in between the legend 'Newcastle Transport'.

They certainly stood out from any other company. The Corporation Transport undertaking fleet was the largest between Leeds and Edinburgh and the sixth largest municipal undertaking in England. As well as operating routes throughout the city boundaries, there were also joint services across the River Tyne into Gateshead, eastwards to the coast and into parts of Northumberland.

My father worked for the Corporation following his 'de-mob' from the Army at the end of World War II, so the nature of buses and moving passengers was part of my family life. Father started his long bus career as a conductor and spent many years driving the motor buses, ending his career with early retirement as a senior inspector.

On occasion, arrangements were made for the male offspring of the family to repair to the city centre, where father would appear with his double-decker back-loader bus and after instructing we boys where to sit, on the top deck right at the front, a pleasant although occasionally boring day was spent, travelling around parts of the city.

The fleet was quite diverse at the end of World War II, incorporating both two-axle and three-axle trolleybuses, which operated



Above: Newcastle Corporation bought 20 of these AEC Regent V Park Royal buses in each of the years 1956 and 1957. This is from the first batch, all of which had 62 seats. The second batch of 20 included ten with lowbridge bodies for the Ponteland route.

in quite a silent mode, with just the gentle whirr of the electric motors and the sound of the tyres on the road way. First introduced in 1935, by 1963 the trolleybus fleet totalled 185 units, 86 of them being four-wheeled vehicles, on Sunbeam or British United Traction (BUT) chassis, with Northern Coachbuilders or Metro Cammell 56 seat bodies. The remainder were three-axle 70 seat models, also based on BUT or Sunbeam

chassis, with the BUTs all bodied by Metro Cammell. Some of these were built to the same design as the renowned London Transport Q1 trolley buses.

Memories include the buses having to stop at certain bus stops, whereupon the conductor would alight and pull down a handle, which would change the overhead wires to a selected route. Frogs, I seem to recall they were called. Another duty of

Another example from the 1950 batch of Northern Coachbuilders AEC Regent IIIs which has fortunately survived into preservation. The Newcastle & Gateshead Joint Fire Service operated three fire engines based on the same chassis.



the conductor was, if the trolley poles had come off the wires, to manipulate a long pole, stored inside the bus under the seats, and wave the pole around in an attempt to connect with the poles and replace them on the wires.

The motor buses totalled 256 in the early 1960s, consisting mainly of a mixture of AECs, Daimlers and Leylands, almost all half-cab double-decker back-loaders, except for a few exceptions. The Corporation's routes stretched through other services' boundaries and part way into Northumberland to Darras Hall and Ponteland, passing Newcastle Airport on the way. A low headroom railway bridge on the way to the terminus



Above: Ten of these characteristic Leyland Titan PD3/1s with Metro Cammell Weymann 'Orion' bodies were delivered in 1957. They had 72 seats and were the last back-loaders to be ordered by Newcastle Corporation.



Left: One of two surviving Newcastle trolleybuses, this Northern Coachbuilders-bodied Sunbeam three-axle bus is in the custody of Beamish Open Air Museum, although to be seen at Sandtoft Trolleybus museum.



Above: Newcastle Corporation's bus livery was an unmistakable highly visible cadmium yellow, with cream trim and maroon wheels and lining. Here one of the Alexander-bodied Leyland Atlanteans, delivered between 1960 and 1962, awaits passengers at the terminus of route 3 in Gateshead.

at Ponteland necessitated some lowheight buses and single-decker working but at this time, only three single-deck buses remained, in the shape of 35 seat Daimler/Willowbrooks. However, the main workings were operated by some lowbridge buses, with sunken upper aisle on the off-side and the seats arranged in rows of four.

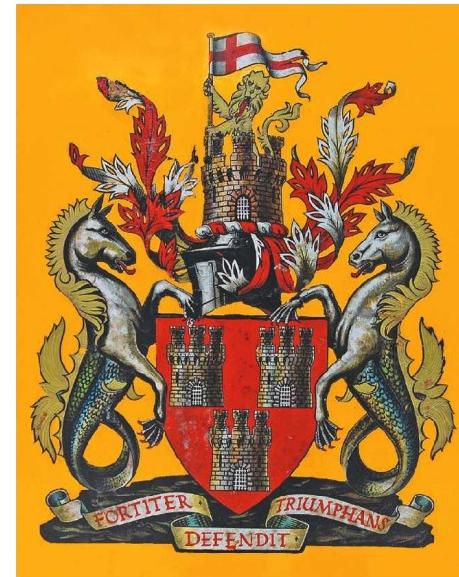
The motor fleet was dominated by characteristic-sounding AECs, consisting of Regent IIIs and Regent Vs. There was a total of 123 in the fleet, 83 of them being Mk IIIs, with the majority bodied by local Northern Coachbuilders and others bodied by Massey, plus one odd Roe-bodied bus. The smart 62 seat Mk V Regents totalled 40, all with Park Royal bodies. Ten of these were lowbridge versions with four seats less, for use on the Ponteland route.

Leylands also featured in the fleet, with 61 Titan PD2s, all but three of them having Leyland bodies, the others featuring Metro Cammell bodies. In total contrast were the Leyland PD3 Metro Cammell Weymann 'Orion' buses, with the radiator mounted behind a sheet steel front with vertical slots. Quite characteristic, there were ten of these 72 seaters, delivered in 1957.

The oldest double deck buses in the fleet were Daimlers, of which seven remained: five with 56 seat Mann Egerton bodies, one with 55 seat Metro Cammell body and the other with a 56 seat Roe body. They were characterised by acutely-sloped windscreens and the fluted chrome radiator top. Nearing the end of their days, they were frequently used on school runs, the ones with the pupils hanging off the back step, satchels blowing horizontal behind them, and the pupils on the upper deck stamping their feet above the driver's head, resulting in the bus coming to



Above: Newcastle Corporation had a convenient parking place at Morden Street, opposite the Haymarket bus station, where the bus crews were exchanged or the crews repaired to the canteen above a shop further down the street. Three Leyland-bodied PD2s, including a lowbridge one on the right, and a lowbridge AEC Regent V/Park Royal await their crews.



Left: Something missing from today's bus fleets is the attractive and ornate council armorial bearings which corporation buses wore. This one with the Latin phrase, translated as 'Triumphing by Brave Defence', was seen on the Newcastle buses.

an abrupt stop and the irate driver scaling the steps to the upper deck, threatening to eject everyone forthwith. This was usually followed by a warning from the head teacher during assembly.

The Leyland 'Orions' and Regent Mk Vs, delivered in 1957, were the last of the

traditional back-loaders to be delivered to the Corporation. Three years later, a total departure occurred, with the introduction of the revolutionary Leyland Atlantean. Front-mounted doors, heaters, rear engine and a driver that you could talk to and watch go through the gears and even be allowed to change them yourself with the driver's hand on top of yours.

The introduction of these buses required some different driving techniques with the different gears and, for the first time in the city, buses with front wheels set back behind the driver. However it was the Gateshead Atlanteans that were the first to appear on the through services to the north end of Newcastle, and many was the time we interested bus enthusiasts would spend hours standing at a bus stop, letting all of the old back-loaders drive past, in the hope that the next one would be a 'super' Gateshead Atlantean.

An influx of more Atlanteans came in 1963 and 1964, instigating the start of the rundown of the trolleybus fleet. By the end of 1964, the motor buses had increased to 300, while the trolleybus fleet had been reduced by half. In October 1966, after just 31 years of operation, the last Newcastle trolleybus service ran, marking the end of the nice, clean pollution-free public passenger transport. Two of the three-axle vehicles have survived.

■ Part 2 will discuss the other bus companies that operated services into Newcastle's bus stations.



Above: My father taking a break at the terminus when on the Throckley run. The introduction of the rear-engined Atlanteans required different driving techniques, to account for the front steering wheels being situated behind the driver.

LONDON LORRIES - STREET SCENES FROM THE 1950S

Brian Stephenson photographed some interesting vehicles, often just parked at the roadside.



Above: An Albion CX six-wheeler, EYL 801 (London, 1938), not surprisingly looking a little 'tired', parked in the Whitechapel area on February 7, 1959. Was the driver having a haircut? Or more likely, he was two doors down, where the Pepsi, Coca Cola and Tizer signs suggest a café. There was a smart Vauxhall E Series Cresta parked behind the lorry, while a trolleybus can be glimpsed passing the end of the street... (Brian Stephenson, unless stated otherwise)

There was a time when you would encounter a lorry or two down most side streets in the capital city, especially anywhere near a haulier's depot or a café frequented by drivers. Some of the best 'digs' were in a private home, where the householder would provide 'bed and board' to drivers, often their 'regulars'.

Many businesses, smaller factories, workshops and warehouses have always been situated in what were otherwise mainly residential areas. The 'trading estate' was largely a thing of the future back in the 1950s. In general, lorries used to be smaller,



Above: An Albion CX Series eight-wheeler, HYO 864 (London, 1948), with a slightly more modern cab than the six-wheeler. There's no more clue who the operator was though. It had a good load on pallets under that nice roping and sheeting. It was parked in a South London street on February 1, 1959. Either the driver has nipped home, perhaps to do something requiring a ladder, or it's all ready for him to take on the 'hight trunk' run.

Right: A former British Road Services Austin K2 four-wheeler, HXY 121 (London, 1946), with what looks like a cut-down van body. It was parked on a bombsite in London's East End on February 1, 1959. It had been BRS fleet no 27F20, at the Railway Cartage Branch, Bournemouth. There are what look like scrap cars to the left and a showman's living van visible in the distance on the right.

so they could access these back-street premises more easily than today.

There weren't the parking restrictions there have been in later years, so all sorts of vehicles could be found in what we'd now think of unlikely places, although they were perfectly logical at the time.

Maybe the lorry was just parked near the driver's home, overnight or while he sneaked home for a break during the day. Maybe he didn't want to get back too early and get 'lumbered' with another 'just' job. Yes, we've all been there in our time...

Whichever it was, the streets of London – and many other towns and cities – were great places to find all sorts of interesting vehicles, as many of the pictures from our well-known transport photographers show. And here are some real classics from somebody better known for his railway pictures...

Right: Another loaded lorry parked in what appears to be a residential street, a slightly battered Foden DG eight-wheeled platform lorry, GRR 162 (Nottinghamshire, 1945–46), of Bevis Transport, parked in Peckham, South London on May 16, 1959. On the sheet can be seen 'Flaxman 3434', a Chelsea area telephone number.



Above: The Davis Bros (Haulage) Ltd name needs no introduction to lorry enthusiasts. Here is the company's Albion Chieftain four-wheeled tanker, fleet no 582, EDW 894 (Newport, 1947), with a rather more modern-looking cab, adorned with depot addresses in London, Norwich, Porthcawl, Warrington and Newcastle-upon-Tyne, parked in Vauxhall Bridge Road, London, on January 31, 1959.



1: An early post-war Maudslay Mogul four-wheeled platform lorry, JXF 502 (London, 1947-8), belonging to E Goldsmid (1938) Ltd, has just been given a wash by its driver at the company's yard underneath the railway arches (under the line into Fenchurch Street) off Royal Mint Street, London E1, on February 7, 1959. There's what looks like an ex-War Department wartime Maudslay to the rear, HGJ 596 (London, 1946), and a pre-war Austin car or van in the left foreground. **2:** Another E Goldsmid vehicle, an AEC Matador four-wheeled platform lorry, HYE 421 (London, 1947), with a load of what could be potatoes in sacks under its sheet, parked in Cable Street, London E1 on February 8, 1959. Not a vehicle to drive at night with those headlights... **3:** An Albion CX Series four-wheeler, HLW 342 (London, 1946-49), another of the Goldsmid fleet, parked in Leman Street, London E1 on February 8, 1959, with that wartime Maudslay behind. Presumably this company, reconstituted from a previous business in 1938, was only engaged on local work, so escaped nationalisation in 1948. **4:** Although not lettered, this was Goldsmid's Leyland Interim Beaver four-wheeler, DUN 422 (Denbigh, 1946), parked in Royal Mint Street, London E1 on February 7, 1959. This was former BRS fleet No 31G285, from Shrewsbury/Central Wales District. **5:** Goldsmid's Maudslay Mogul four-wheeler JXF 502 again, seen side-on, parked in Royal Mint Street, London E1, outside the company's depot, on February 7, 1959.





Above left: Fordson Thames-badged ET6 box van, LLX 540 (London, 1950-51), belonging to Taylors Transport, seen in the City of London on August 29, 1959. This was former BRS Contracts fleet No 53A178, which was hired to Addressograph Multigraph Limited. The sign says 'no parking opposite this entrance', but presumably the van driver was visiting the 'Road Rail Sea and Air Transport' office, so it was all right to park outside...

Above right: A Guy Otter Diesel platform lorry, NRU 234 (Bournemouth, 1953) of Charles H Martin (ex-BRS Co-Ordinated Traffic Services – painted in the same Brunswick Green we saw two issues ago), parked in Victory Place SE17 on May 16, 1959.

Right: A Vulcan tractor unit, MXB 175 (London, 1952-53), belonging to H G Harrison & Co Ltd, transport contractors, based in New Cross, parked in South London on January 24, 1959.



Below: A peek through the gate of J & H Transport Services, in Peckham, South London, on July 30, 1959, showing nearly new Leyland Comet tractor unit, VYT 881 (London, 1959), and Hornalloy-cabbed AEC Mercury tractor unit, WYH 172 (London, 1959), with a Park Royal-cabbed Mercury to the rear, all loaded, sheeted and roped, ready to go.





Above: A London Brick Co Ltd AEC Monarch four-wheeler, fleet no D7, EW 9245 (Huntingdonshire, 1936), parked in a housing estate at Newton Longville, Bletchley in 1953. This and the next photo were taken when Brian lived in Winslow and used to cycle to Bletchley for train spotting at the age of 13.



Above: Two London Brick Co Ltd AEC Monarch four-wheeler, fleet no D233, EBM 129 (Bedfordshire, 1946), and EW 9245 again, waiting to leave Bletchley Brickworks, at Newton Longville, loaded with bricks in 1953.



Above: Under the watchful eye of the local 'Bobby', London Brick Co Ltd AEC Mercury, fleet no L31, RNM 431 (Bedfordshire, 1956), is seen unloading bricks near Liverpool Street, London on February 28, 1959.



Above: A wartime civilian-pattern Maudslay Mogul four-wheeled platform lorry, GYH 646 (London, 1944-46), with its load not so tidily sheeted and roped, parked half on the cobbles and half on the path, near Whitechapel, London E1 on February 7, 1959. This was possibly a former BRS Meat Haulage vehicle. Note the cardboard in the grille to warm things up a bit, and the Ford E83W and BMC J2 vans and Thames Trader box van further along the street.



Above: A Foden FG eight-wheeled platform lorry, fleet no 26, NGX 197 (London, 1952-53 – possibly ex-Blue Circle?), of S J Meads Transport Ltd, of Earls Road Garage, Bermondsey, London SE1, parked in South London on January 24, 1959. You can just read on the bent and battered side rale: 'Nightly trunk service to all parts'.



1: Looking a lot more down-at-heel than the H G Harrison Vulcan tractor unit – just look at that driver's door and not more than seven years old – this example has a registration in the same sequence, MXB 204, but was probably operated by a different company. It was photographed in South London on January 24, 1959, coupled to what looks like a semi-trailer used to transport bulk sawdust.

2: It looks like the end of the road for this Vulcan platform lorry, EBK 577 (Portsmouth, 1948) fleet no 7 of W E Haselden & Son, of Rochester, Kent, photographed in Leman Street, London E1 on February 1, 1959. Behind the lorry is the Brown Bear public house, which is still going strong and is Grade II listed. My friend Doug Cull was holding our two bikes.

3: A Commer Express van, 13 JMD (Middlesex, 1956), belonging to AEC Sales & Service, photographed alongside a Simms Ford 400E van, at Earls Court, during the Commercial Motor Show on April 18, 1959.

4: This Morris 1000 van, UCD 837 (Brighton, 1957), belonged to the film unit of Southdown Motor Services, when it was photographed on April 18, 1959 at Earls Court.

5: Two slightly more recent pictures now, British Railways Karrier Bantam, 871 FJJ (London, 1963-64), fleet no 5210 S, looking new in 'Railfreight' yellow, with van semi-trailer 3T256 S, in the old 'blood and custard' livery, parked at Clapham Junction station in 1964.

6: This 1965 British Railways Karrier Bantam, CYW 721C, with a matching van trailer, in the Eastern Region fleet, drives along Goods Way, NW1, at the back of Kings Cross Station in May 1966. A 1955 Austin A40 follows it past a parked 1952 Morris Oxford and a Ford Anglia 105E.

Timber Tractors At Stoke Row

Richard Furniss reports on a special gathering.



Above: Dave Fowler's 1930 chain-drive Scammell timber tractor, SL 9958, which I believe is an age-related registration number.

Having last visited the Stoke Row Steam & Vintage Rally, situated in south Oxfordshire, back in 2003, I thought it was about time I paid another visit, especially when I discovered that the committee was aiming to enter the Guinness Book Of Records, for exhibiting the largest number of timber tractors at a rally. Sadly, despite the announcement on the website prior to the event that over 100 timber tractors of all types had been entered, only 69 were listed

in the excellent rally programme, and a number of these were not present on the Saturday, although I believe that there were others that weren't in the programme. Unfortunately I could not attend on the Sunday, when it was no doubt possible that additional tractors could have been there.

However, there was a first-class selection of timber tractors to be seen, including agricultural tractors, most of which were fitted with winches, but it is the lorry-based timber tractors that we are interested in here, with a

good number of AEC Matador, Militant and Douglas vehicles present, among others, some of which I had not seen before.

Of around 9,000 Matadors built for the MOD, many entered the round timber industry, after disposal by the military. Consequently, there were probably more Matadors than any other make of lorry operated by timber merchants, with quite a number still in use today. The later more powerful six-wheeled Militants were much fewer in number, whereas the Douglas timber tractors,



Above: Despite some five Foden timber tractors being listed in the programme, Lew Cadman's model STG 5, BMB 634 (Chester, 1935), was the only one present on the Saturday. New to T H Pain of Kidderminster, this prototype TG timber tractor was originally fitted with a Gardner 5LW engine, positioned behind the cab, with a chain-driven rear axle. It was rebuilt by Fodens in 1942 with shaft drive for H Judd of Reading.

Right: Christened 'The Judd Lorry' and fitted with a Perkins diesel engine, DJB 943 (Berkshire, 1946) is an ex-military Canadian Ford, owned by David Cottrell and Alan Gibbs. Its early post-war years were spent as a recovery vehicle for Thames Valley buses, before being converted to a timber lorry by Basil Judd in 1962.



which I believe were introduced in 1948, although similar to the Matador, were fitted with a more powerful AEC diesel engine and a shorter wheelbase, making them more manoeuvrable.

With the possible exception of Scammell, the Sandbach-based Foden company was the only other major British company to supply diesel-driven timber tractors in any quantity from new, having also been instrumental, along with other manufacturers in supplying steam-driven tractors to the timber industry, before internal

combustion engines became more commonplace.

However, the much smaller Unipower company built a good many of its 4x4 Forester and Hannibal models for timber use, only one of which was seen, in partly-restored form, at Stoke Row. The French-built Latil timber tractor with its four wheel drive and four wheel steering, was probably the only other marque supplied to the timber trade in any numbers, with two being entered in the Stoke Row rally programme, although none appeared on the

Saturday.

Although there was a timber working area at the show, there did not appear to be much activity here on the Saturday, which seemed a pity, given the number of suitable vehicles present, capable of giving demonstrations of round timber loading and so on, which would have given added enjoyment for the large number of visitors present. Despite these reservations, I thoroughly enjoyed the show, and here are pictures and details of some of the tractors attending.



Above: Carrying a 1974 Kesteven registration, RCT 188M, currently owned by H Critchley of Tadley, was built in 1956 by Douglas as a snow-blower, before being rebuilt as a timber tractor, fitted with an Automower winch by Skellingthorpe Sawmill in the 1970s, after which it spent most of its working life with the Andover Timber Company.

Below: One of some five timber-related vehicles entered by Paul Fowler at the show is the Douglas Mk 4, UDA 513 (Wolverhampton, 1957), christened 'Forest King'. New to John Hickman & Sons of Wolverhampton, it was later operated by the Andover Timber Company.





Above: Having spent its early post-World War II years in showland, while in the ownership of the Leicester-based Barker family, AEC Matador, 732 CJU (Leicester, 1963), was subsequently converted into a timber tractor. Last used commercially in 1987, it was purchased in a derelict condition from Silverstone Timber Merchants in 2005 by Richard Poole and restored to the condition you see today.

Right: Seen here very much in its working clothes is Solomon Harris's Matador, TYD 279G (Somerset, 1968). Fitted with an Automower 40 ton winch, this tractor is still used commercially at Storrington Sawmills of West Sussex.

Below: Deceptively, this timber tractor, ARR 976B (Nottingham, 1964), started life as an eight-wheeled AEC Mammoth Major, before being cut down and fitted with Matador running gear. Once used by Somerset-based Sparkford Sawmills, it is currently owned by Bob Latchford of Aylesbury.





Above: Looking like a Douglas, with its short wheelbase, this AEC-based tractor, registered 77 DRT (East Suffolk, 1960), was built by A K Copper for timber work, after which it worked for a land drainage company. Currently owned by Jon Baker of Sawston, Cambridge.

Below: Owned by Robert Herring since 1979, this Matador, VLG 594G (Chester, 1968), is a 1942-built ex-military artillery tractor. Following military service, it passed to William Press Civil Engineers, before entering round timber service with Blenheim Estate sawmills. The current owners extensively overhauled and modified the tractor, using it in their timber business before laying it up in 2004, resurrecting it with a rebuilt cab in 2016.





Above: This ex-RAF Matador, 65 WPA (Surrey, 1961), was converted for timber use by Praills of Hereford, before passing to Cawleys and then to Martin Preston, in whose ownership I photographed the Matador driving current owner Dave Knott's racksaw bench, with a flat belt around one of its rear wheels, jacked off the ground, at Fairford rally in August 2000.

Below left: Ben Freer's AEC Militant was built as a 6x4 gun tractor for the MOD in 1952. SSA 29K (Aberdeen, 1972), was subsequently sold to the Grampian Council, converted to 6x6 configuration and fitted with power steering. Purchased by the current owner in 2001 and fitted with a Fowler Challenger winch for timber duties.



Right: Owned by Bob Mix and Paul Denning of Farnborough, AEC Militant, FNW 62Y (Leeds, 1983), was converted for timber use by Tunnicliffe's Timber, using a jib from an old Matador.



Suddenly it's the 1970s and you need a maximum weight tractor

This month we are going to cover four manufacturers, namely: Berliet, Saviem, MAN and ROMAN. Apart from the obvious Renault connection with the first two brands there are also less obvious, but very strong, links with these manufacturers and MAN.

Berliet – then owned along with Citroen, by Michelin – entered the UK market in 1971, with the short-lived TR250 tractor. This was rapidly replaced in 1972 by the more powerful TR280 unit, with its impressive new 'Premiere' tilt cab – which provided the space and comfort required by long-haul drivers.

As such, this cab went on to have a distinguished career, not only on Berliet trucks, but also from 1975, in high datum format, on the Ford Transcontinental and later on the specialist Tractomas ultra-heavy haulage vehicle range. In addition, the Renault R-series range of heavy-duty trucks built from 1980 until 1996 used an updated version of the Premiere cab.

The Berliet TR280 tractor quickly built a good reputation with many UK hauliers – particularly North of the Border, where the 'Auld Alliance' between France and Scotland remains a strong bond. In the nine years Berliet tractors were sold on this side of the Channel, they proved to be tough, well-engineered, quality products, which could punch well above their weight.

Powered by a 12 litre, 242 bhp diesel, the Berliet TR280 offered very good performance at 32 tons gcw – it was also no slouch when operated at higher gross weights, as a number of UK heavy haulage operators discovered. It is also known that many Berliet tractors were used by timber hauliers both in the north of England and in Scotland – and that's work that finds a vehicles' weak spots out very quickly.

Within a couple of years of setting up its stall in the UK Berliet introduced the TR305

PART
NINE



Above: The Berliet TR280 on test in 1976 and seen in a brochure dated the same year.

Right: A rather heavily re-touched brochure picture of the Berliet TR280.

tractor. This model met a demand for even more power with its V8 305 bhp engine – which was later available in up to 360 bhp outputs.

Unusually – and with my normal caveat of “as far as I can vaguely recollect the events of well over 40 years ago” – Berliet imported no other models apart from tractor units into the UK.

Then, in 1975, Michelin decided to dispose of its vehicle manufacturing interests to concentrate on tyres. As a result – and no doubt with considerable French government influence – Michelin sold Citroen to Peugeot and Berliet to Renault. Apparently, at the time, Volvo showed an interest in buying Berliet but, for whatever reason, did not go ahead with the purchase.

Renault then proceeded to rationalise and merge Berliet into its Saviem truck division. This division had been formed in the mid-1950s, with the merger of the truck making interests of Renault and other smaller French companies, including Somua and Latil.



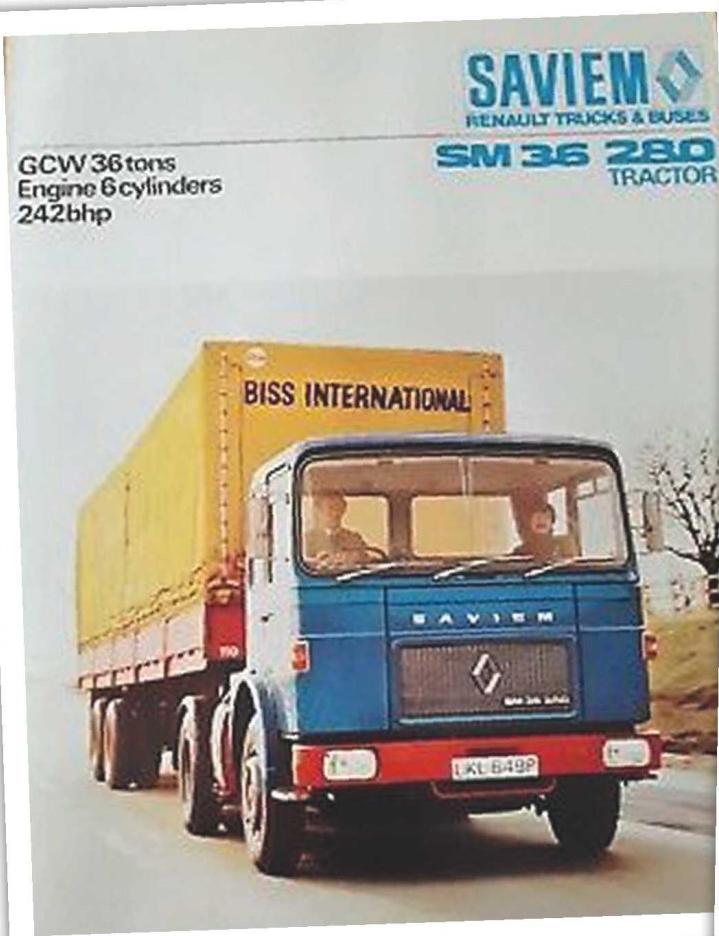
Above: An example of the V8-powered Berliet TR320 in preservation in France.

Right: A later example, still Berliet-badged, in service with Swains of Stretton from its French depot. Vehicles like this carried Renault badges before the model was superceded in the 1980s.

Prior to Renault's acquisition of Berliet, to enable Saviem to compete in the heavy vehicle sector, it had entered a co-operation agreement with MAN in the latter half of the 1960s. In simple terms, MAN would supply six and eight cylinder engines and axles to Saviem which, in turn, would supply MAN with the pressings and other associated parts of its newly launched tilt cab. Saviem used the MAN engines and axles and its new tilt cab for its SM (Saviem/MAN) range.

This new Saviem cab was destined for a very long life – not only on Saviem trucks, but also, for an even longer period of time, on MAN trucks. In addition, at various times this Saviem cab, as assembled by MAN, was also supplied with MAN engines and other technology, to Eastern Bloc truck manufacturers RABA and ROMAN.





Above: French brochures for the Saviem SM Series, with French-made cab and MAN power unit.

Saviem arrived on UK shores in 1974, via its concessionaire Nickerson Commercials in Lincolnshire. The first Saviem to be imported was the SM32-240 tractor, with a 202 bhp engine. Saviem expanded its tractor range in 1975, with the addition of the 285 hp SM280 – both the SM32-240 and SM280 tractors were offered for operation at the then maximum UK weight of 32 tons gcw.

Towards the end of 1975, there was talk that the SM280 tractor would also be available in the following year as a 36 ton gcw unit. Then, at the beginning of 1976, Saviem set up its own wholly owned UK subsidiary, with a network of over 20 dealers. In another twist to the Saviem tale, press reports of late in 1977 indicated that the company was considering fitting Rolls Royce



Above: The Saviem SM 32 240 tractor unit was introduced in the UK in 1974 by dealer Nickerson Commercial Vehicles of Scunthorpe. The headboard on this demonstrator leaves nobody in doubt what the vehicle is.



Above: A French-registered Saviem SM 240, with a Trailor tipping semi-trailer, from a 1976 brochure.

Eagle 300+ hp engines in a new tractor unit to be launched in 1978. However, I don't think this happened. Aside from this Saviem had expanded its UK range, with great success, by adding its new range of light/medium weight 'Club of Four'-cabbed rigid.

But, in 1978, Renault made the decision that all its truck operations would be carried out under the Renault Véhicules Industriels (RVI) banner from 1979 onwards. Thus, in the final months of our decade we had yet another new contender in the UK top-weight tractor sector – Renault.



Above: A late registration of a Saviem SM, converted to three-axle configuration in the early 1980s.

Renault initially badged Berliets and Saviems with their respective manufacturers branding as well as Renault and the Renault 'diamond' logo. The situation became clearer in 1980, as Renault completed its rationalisation project. It used the best Berliet and Saviem designs and components to produce a new Renault truck range, which went on the market in stages from 1980 onwards.

Ironically – and well outside the time frame of this article – in 2002, RVI became part of the Volvo Truck Group.

So we now move on the MAN. This German manufacturer set up in the UK in 1972 – its initial tractor offering being the 16.232. This long-running model was powered by

An MAN 16-232 tractor unit, registered in Portsmouth in 1976, with a drop-frame semi-trailer, carrying two 1966-67 Ergomatic-cabbed six-wheelers, almost certainly prepared for export.



the MAN 230 bhp D2556 engine, driving through a 12 speed ZF gearbox. Then, a couple of years or so later, MAN expanded its UK tractor range with the more powerful, turbocharged 16.280 model.

These early UK market tractors featured a column gearshift to control their 12 speed gearboxes. MAN successfully used column shift in its tilt-cab tractors in all markets until 1977. Then, with MAN's adoption of synchromesh gearboxes, with their higher shift loads, a move to conventional floor mounted gear change was required.

MAN quickly gained a very good reputation for quality with UK hauliers – as an aside, an old diesel engineer colleague, always used to



The Saviem was popular with French transport operators, like Dinguidard, during the late 1970s.

Right: A page from Commercial Motor for July 21, 1978, announcing the new MAN 240 range. Many parts were common with the preceding 16-232, but this model changed to a floor-mounted gear lever.

say: "MAN, they're an engineer's truck." Not only were MAN tractors a popular choice, but also from 1974 onwards, until well beyond the end of the 1970s, the company gained and held a major part of the eight-wheeler market. It's specially developed for the UK 8x4 30.232 VF rigid chassis, offered high performance, thanks to the same engine and driveline as the 16.232 tractor, combined with good payload capacity.

In the second half of the 1970s, MAN further expanded its UK tractor range with its mighty D2530 330 bhp V10 powered six-wheeled units. These found a following with a number of UK heavy hauliers. Indeed, Pickfords used them at up to 180 tons gtw.

We now move on to ROMAN – a real enigma. This cut-price, Romanian-built range was brought into the UK in 1976 by the UK MAN importer. Why would MAN import a cut price, in-house competitor, to its own models? Why would it take the risk of scuppering its successful start to



Above: A Cologne-registered MAN 16-240 FT from a 1977 brochure.

Right: An MAN called a 13.275 FS in Germany, coupled to a bulk powder tank trailer, working at 38 tonnes gross.

establishing itself in the UK as the quality truck choice? I certainly don't have the answers – perhaps it made sense then – I can only suppose that UK MAN management rationalised the decision as being an easy way to gain UK market share.

ROMAN tractor units used the same, but more basically equipped, tilt-cab as the regular MAN range – but were powered by old tech, 215 bhp MAN engines. There were other specification compromises, which enabled Romans to be sold in the UK for

New muscle MAN

ALL SIX vehicles in the new MAN 240 range feature the MAN D2566 MF naturally aspirated diesel engine. This is based on the familiar D2556 MXF power unit fitted to the 232 range but with several major changes.

The stroke has been increased from 150 to 155mm (5.91in to 6.102in) with the bore staying the same at 125mm (4.921in) resulting in a capacity of 11.4 litres (696cu.in).

This larger capacity, together with an increase in compression ratio (now 18 to 1) gives the D2566 MF a power output of 177kW (237bhp) at 2,200rpm and a maximum torque of 862Nm (636lbft) at 1,400rpm -- both net installed to BS Au 141a.

The torque curve is flatter than that of the 232 as well as being 4.8 per cent higher at 1,500rpm. In common with many engine manufacturers, the maximum speed of the 240 represents a decrease from the 2,300rpm of the old engine.

The new engine retains the MAN M-type high-swirl combustion system while a Kysor radiator shutter is standard equipment.

If the sleeper cab derivatives are included, then there are six vehicles in the 240 range. The 16.240 FT tractive unit is plated at 38 tonnes gtw, while the 16.240 F rigid grosses 16.3 tonnes (16tons) in solo form and 38 tonnes as a drawbar

The steering column gear change has been replaced by a floor mounted lever – a system available in Germany for some time.



Increased engine performance and an upgraded gearbox specification are the mechanical highlights of the new MAN 240 range.

Right: Many parts are common to the 240 and its predecessor the 232, including chassis frame, clutch and both front and rear axles.

outfit. The range is completed by the eight-wheeler and the off-road dumper.

Many parts are common to both the 232 and the 240, including axles, suspension and clutch. The latter is a 420mm (16.5in) single dry plate design which transmits the power to a ZF AK6-90 six speed constant-mesh gearbox with the GV90 splitter giving 12 forward gears.

The splitter is standard equipment on all the new MAN's with the exception of the 32.240 DHK dumper, where it is offered as an option.

There are many changes inside the cab, the most obvious being the demise of the steering column gear change. The instrument panel has been angled to give better visibility.

The simple counter-



facia-mounted lever is a great improvement.

The most obvious difference in the cab between the outgoing 232 and its 240 replacement is the move towards the floor-mounted gearchange. This, as far as I am concerned, is a vast improvement, although I must qualify this by saying that my dislike of the steering column change was purely one of personal preference and not from any shortcomings of the design.

As with other users of the ZF box, the MAN has a reversed shift pattern with the low gears towards the driver and the high gears away from him, while the splitter is operated via a clockwise/anticlockwise sleeve at the top of the lever.

On my short test drive of the tractive unit the gearchange proved very precise, allowing swift changes to be made both up and down the box.

Altering the angle of the instrument panel from the near-vertical has made a tremendous difference to visibility as much by eliminating glass reflection from the dials as by the actual change in angle.

● by the Technical Editor



Driving impressions

In the first place I must compliment MAN for getting rid of the potentially dangerous park brake control of the 232 models.

It was far too easy to release inadvertently and the now



several thousands of pounds less than a 'proper' MAN.

In addition to maximum weight 4x2 tractors, the ROMAN range included 12 and 16 ton gvw chassis, as well as maximum weight 6x4 rigid. Surprisingly, this last chassis configuration was something that MAN itself did not offer in the UK until many years later.

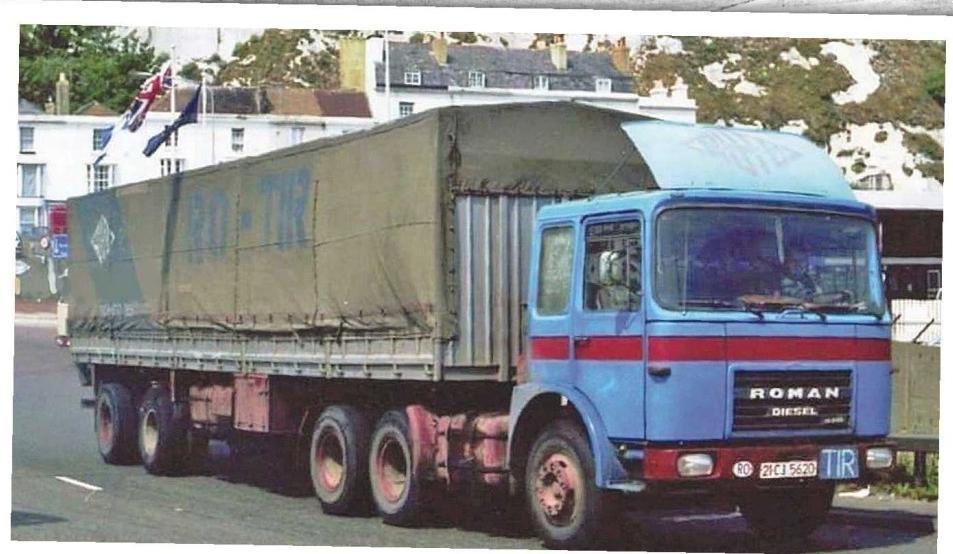
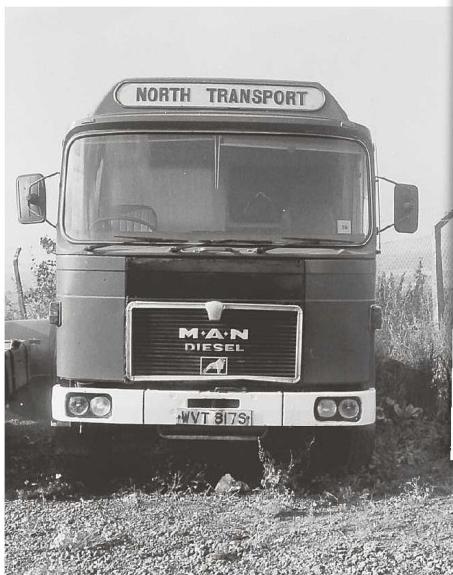
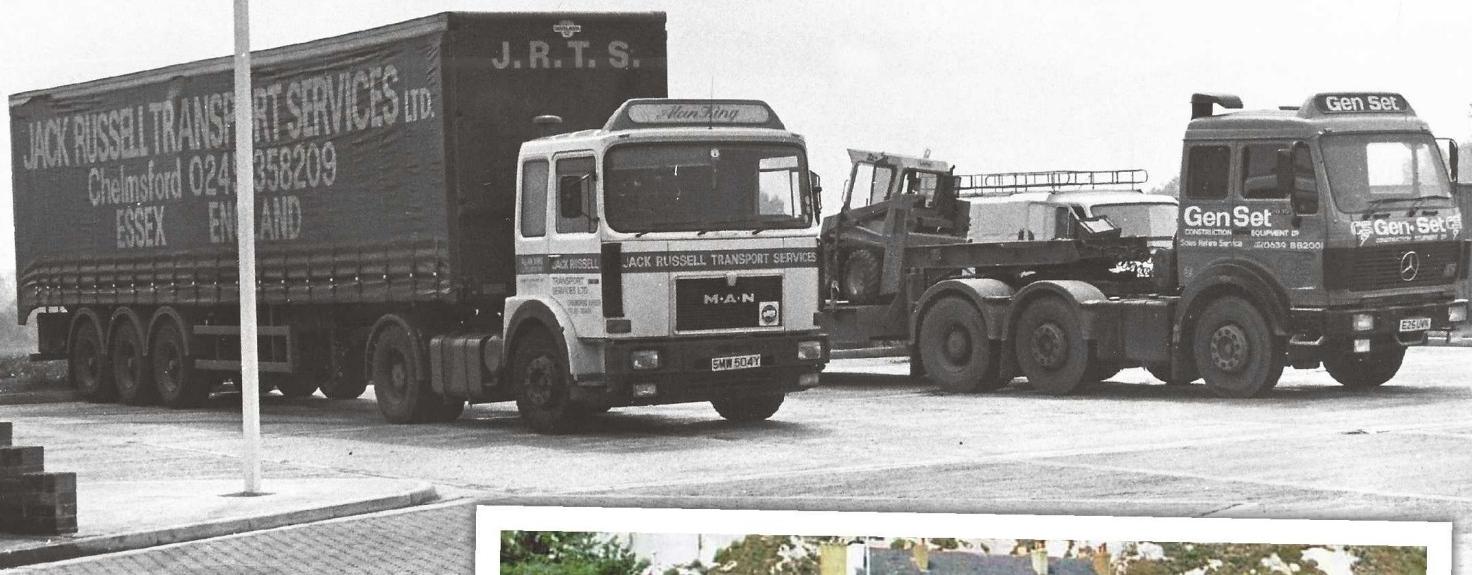
As with MANs of the time, ROMAN trucks had the column gear change, which in the tractors shifted the gears of a six-speed/

splitter ZF gearbox. I can report that in my Motor Transport days I did drive one of the first ROMAN press demonstrator tractors in the UK, fully loaded to 32 tons.

As such, I can say with confidence that in this brand new, near zero miles vehicle, gear changing was an interesting experience. I can only assume that the change loosened up with use – certainly MAN remained faithful to column gear shift for many years, so it could not have been all bad.

I have not been able to discover just

This MAN artic unit dates from 1982-3, but is substantially the same as vehicles which went into service in the late 1970s.



Above: A Romanian-registered three-axle ROMAN Diesel with a widespread tandem-axle TIR tilt trailer pulls out of Dover in the early 1980s.

Left: An early registration of an MAM 16-232, dating from 1977, seen later in life, awaiting auction by Malcolm Harrison eight years later.



Another early ROMAN tractor unit, with a fridge trailer, parked up while the driver takes a break.



Above: This slightly later ROMAN 16-250 of 'RO-TIR' Transport looks as if it was parked in the same place.

when UK imports of ROMAN trucks ceased – I would guess it would have been in 1979/1980. However, what is certain is that ROMAN did not make much of an impact in the UK truck market.

● *The series concludes next time with Fiat, Magirus-Deutz and Iveco.*

The TBF Thompson site in Garvagh as it is today, still as busy as ever – although the main DAF Trucks sales office is situated at Mallusk nearer Belfast.



THE TBF THOMPSON STORY

PART ONE

With help from members of the Ulster Vintage Commercial Vehicle Club, **Malcolm Bates** was able to include a lot of previously unpublished photographs of vehicles supplied by TBF Thompson of Garvagh in the recent Road Transport Archive Series edition 'Road Transport Through Irish Eyes'. Now, following a visit to Garvagh, Malcolm has unearthed yet more pictures of the vehicles supplied by the company. And, thanks to a 1995 biography by Derick Bingham, more information about the man himself.

Just who was TBF Thompson? And how did he manage to not only build-up one of the most successful commercial vehicle dealerships in Ireland, but also become one of the most significant JCB dealers in the whole of the UK? These were just two of many questions that were left unanswered



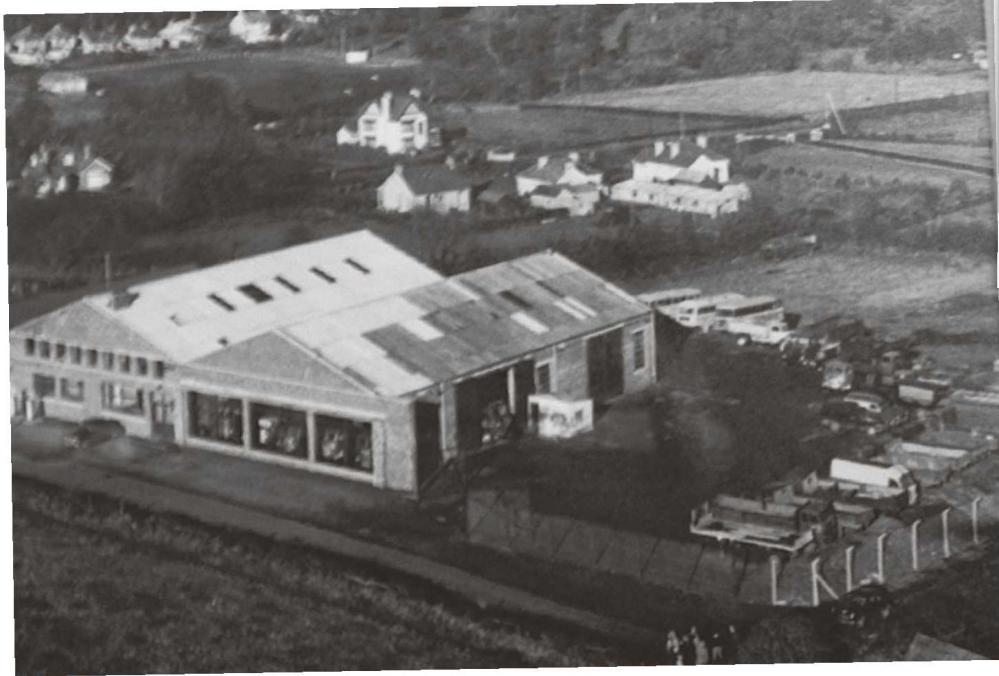
Above: TBF Thompson's success can be put down to creating excellent customer relations, with good service back-up – and excellent publicity. Here we see an editorial feature in 'The Farmer's Journal' dated April 1969, showing the Garvagh 'nerve centre'.

while compiling the recently published 'Road Transport Through Irish Eyes' in our Road Transport Archive Series.

All I had to go on at the time was a metaphorical pile of old photographs – 'metaphorical' in that they were images on a DVD, rather than the Real McCoy – generously lent by members of the Ulster Vintage Commercial Vehicle Club, and what could be deduced from close inspection of them through a magnifying glass. Every now and then, a period note scribbled on the bottom

of the print provided some information. But tragically, as digital images, any useful period notes written on the reverse of the original prints had been lost.

Most of the images were taken by a local professional photographer at the same location, outside a rather imposing brick-build workshop, office and, unusually for a commercial vehicle dealer at the time, showroom. 'Unusual' because during the period we are talking about (the early post war years) commercial vehicles were usually



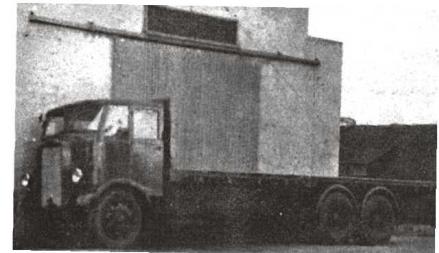
sold out of grubby yards situated down a back street in the industrial area of a town or city. Somewhere near the railway station maybe? Or next to the cattle market.

There were exceptions of course. For example, ERF dealer, Parrs of Leicester, used the impressive frontage of its depot in many period advertisements. But surely, few premises involved with selling or servicing commercial vehicles at the time could be said to have any architectural merit?

And yet here we are at Garvagh, a small town situated on the banks of the Agivey River in County Londonderry, Northern Ireland, on the A29, south of Coleraine. The most recent

census (back in 2001) tells us the population then was just 1288 people, but when TBF Thompson was born back in 1915, it would have been a few hundreds. The Thompson site is impressive.

What do the initials 'TBF' stand for? Unusually for the son of a small town grocer, Thomas Bacon French Thompson had three Christian names – and a couple of which kind of suggested that he might have come from a background several rungs further up the socio-economic ladder than mere 'trade'. The story goes that 'French' was selected by his mother in recognition of the thousands of soldiers who were slaughtered on the Western Front in



Above: Possibly one of the poorest quality pictures we've ever had to reproduce? This is the only surviving picture of the original pre-war workshop erected by TBF Thompson at the Garvagh site. A well-worn Leyland Hippo is parked outside.

Left: Here's an equally poor quality image, but one that shows the speed at which TBF Thompson expanded in the early post-war years. The original pre-war workshop is out of shot on the left, with the new workshop and showroom in the centre. A further workshop would soon be added on the right of the picture, where a number of lorries – and buses – are parked. We can assume that the car parked out front by the fuel pumps is owned by the man himself, but the question is, who took the aerial photograph? It was clearly taken before TBF became a JCB dealer and thus had access to Joe Bamford's aircraft.

France – 2530 killed and over 9000 wounded being a typical figure. That's a typical average figure, EACH DAY, I'm told.

We're talking here about life in a local economy still based mainly on the capabilities of a horse and, for longer journeys, the steam train. By 1924, young Tom's father had managed to buy his own shop, rather than work in one owned by somebody else. The Thompson family had started to become upwardly mobile. So much so that when Tom's father purchased a 'Model T' Ford, it was said to be the first car in Garvagh!

GARVAGH – CENTRE OF AN EMPIRE

Stay with me here because, even at an early age, we get to see how a young lad grew to become one of the most successful businessmen in the UK. It was a combination of a natural entrepreneurial spirit and a fascination with all things powered by the internal combustion engine that set 'TBF' on course for a future which would include an association with some of the biggest and most successful brand names in the business, such as Leyland Motors, the Rootes Group and JCB excavators. He later went on to own Rolls-Royce cars and what looks like a Buick Riviera, yet amazingly, the little town of Garvagh would remain the centre of TBF Thompson's empire for his entire life.

From TBF's early years, we need to jump ahead a bit now – although it's worth noting that from Derick Bingham's biography that, by



Above: As suggested in 'Road Transport Through Irish Eyes', we now know from information contained in Derick Bingham's biography that TBF Thompson would regularly purchase second-hand lorries 'on the mainland' and ship them back to Northern Ireland for reconditioning in Garvagh. As here, the extent of that 'reconditioning' might even involve shortening a haulage chassis to make it into tipper, with all-new bodywork being supplied. 'CNA 938' has an underfloor twin-ram body and the chassis has been treated to a coat of shiny silver paint.



Above: TBF Thompson's big break came when he progressed, from purchasing and rebuilding second-hand vehicles and selling them into a vehicle-hungry post-war market, to actually being able to supply new chassis. The appointment of a Rootes Group franchise was that milestone, celebrated here by an impressive display of Hillman and Humber cars – Rootes at this time had yet to acquire the Singer brand, of course. We can just see the re-faced original workshop at the far left with the new offices and showroom in the centre. The first floor offices, featuring TBF's office (and fireplace!) can also be seen. Inside the showroom, normally full of lorries, we find a Rover P4 and a Jaguar, while an AEC Mercury and Commer BF 'Express' 1½ ton van are parked on the far left.

the time he had moved from the local primary school to Coleraine Academical Institution, TBF was already more interested in the workings of the school bus than his school studies! When he wasn't at school, 'Tom' and his brother were expected to serve in the shop, while a man called Bob delivered groceries and hardware around the local district by horse and cart.

When Bob suddenly quit (taking his horse and cart with him), it left the shop with a

serious distribution problem - a problem that was easily solved in TBF's eyes. He encouraged his father to buy a small lorry, but it was TBF himself that did the deal, buying a second-hand Ford lorry for £70. Faster than a horse and cart and able to carry a larger load, it could be argued that TBF's life as a commercial vehicle dealer started with that Ford.

Within a couple of years, the carrying capacity of the old Ford proved inadequate, so a newer

30 cwt Bedford was purchased. As well as carrying groceries, hardware and animal feed, TBF also fitted a tank, so he could deliver paraffin to outlying districts. Then another Bedford was purchased, to collect milk from local farms and deliver it to the local creamery. Next came a regular 'Potato Run' to Belfast, together with return loads of lime and animal feedstuffs. TBF Thompson was now in the haulage business.



Above left: Most of the pictures contained in 'The Thompson Files' published in our Road Transport Archive Series involve lorries posed ready for delivery, rather than 'in service'. But this impressive AEC Mammoth Major operated by F Dowler is a recently discovered exception to that rule – and then some! The impressive load of sacks is five or six high above the dropsides! **Above right:** Fast forward a couple of years and we find another special line-up photograph – possibly arranged to publicise one of TBF's very own 'Motor Show' events. We find an interesting mix of Hillman and Commer cars and vans, together with a Karrrier Bantam mobile shop (were these produced by Smiths and sold by Thompson? Or were they a Thompson 'copy'?) and a couple of brand new 'facelift' forward control Commers. There's a Humber Hawk and a new un-registered Commer 'Pig' delivery van (challenging to drive on undulating Irish roads!), plus an earlier generation 30 cwt normal control Superpoise.



1: The next big event in the expansion of TBF Thompson was being awarded a Leyland Group franchise. Here we see a classic LAD-cabbed Leyland Comet, for builder's merchants John McCandless of Coleraine...

2: And here's another tipper in the form of a nice new Comet, with traditional wooden tipping body, for Jack McFaul of Portrush....

3: And here's yet another new tipper – this time a three-axle Albion Reiver for R Greenaway, sand and ballast merchant of Annaghmore.

AFTER ANOTHER WAR, A POST-WAR BOOM

The next big event looming on the horizon was, of course, another war. Suddenly, TBF's lorries were in demand to transport stone for the construction of World War II airfield runways. To help do the job, he purchased his first 'proper' diesel lorries second-hand from England – a pair of AECs. During the late 1930s, the fuel for the increasingly busy fleet was purchased from Nutt's Garage in



Above: Here's another load of sacks – this time on a Leyland. W & G Scott Limited were millers from Omagh – we assume that's the 'Excelsior Mill' in the background. We can equally assume that Scott has recently taken delivery of this new Leyland tractor unit from TBF Thompson. There must be at least 20-odd tons on that BTC Four-in-Line trailer.

Limavady and TBF soon formed a friendship with the proprietor, R J Patison Nutt. From that friendship grew a business partnership, leading to the formation of Thompson & Nutt. Several quarries were leased to supply the stone needed for the war effort – and, of course, leaving the partnership well-placed to supply building materials for post-war reconstruction.

After a serious illness, one of TBF's first post-war deals was to purchase 70 ex-Army vehicles in 1946, to help meet the shortage of lorries, resulting from the years of wartime restrictions. One of TBF's long standing partners, Bertie Gillanders, was soon working all hours, going over to England, buying second-hand lorries and returning to Garvagh, where many were shortened and converted into tippers. Tippers were in high demand at the time, so this was a good business to be in. As a result, the Garvagh workshops were expanded.

Right: Remember, TBF Thompson was already a Rootes Group dealer, so was also in a position to sell customers the 15cwt Commer 'Pig' as well.

Ummm, tough choice eh? Note how this advert follows the same theme as the Corgi 'swap body gift set' – several of the examples shown here made it into diecast model-dom.

Far right: Ummm, good luck selling these babies, TBF. The 'new type' Leyland 15cwt advertised here was of course not 'new' at all – it's the 'old' Standard Atlas, arguably the least well-engineered of all the 'cab over' designs of the day.

At the same time, other business enterprises were started, including pumping sand from Lough Neagh, but it was the loss of a Ferguson tractor franchise at the Strabane Service Station (which TBF had only recently acquired) that set TBF Thompson firmly on a path to becoming a major supplier of cars, vans and lorries, when he bid for the local Rootes Group franchise. It's easy to forget the fact today, but back in the 1950s and early '60s, Rootes Group Hillmans, Humbers, Singers and Sunbeams had a significant share of the UK market, alongside best-sellers BMC. Likewise, together with the Superpoise range, the new forward control Commer with the TS3 two-stroke engine and the KARRIER Bantam range met a whole raft of customer needs.

OPEN ALL HOURS

Up to then, TBF had primarily been a supplier of second-hand lorries. Now he could supply the brand new Commer 'two-stroke' and



Above: The way things were. The signwriting on this smart semi-forward control Leyland Comet mobile workshop informs us that Thompsons was now a main dealer for Rootes Group, Leyland, Albion (but oddly, no mention of Scammell), Commer and KARRIER commercial vehicles as well as Hillman, Sunbeam and Humber cars. The signwriting also informs us that this workshop unit was 'Radio Controlled'. It is attending a roadside repair to another Comet and appears to feature a heavy-duty compressor – or perhaps a generator – inside the body.



Above: The next big development in the expansion of TBF Thompson was the awarding of a franchise to sell JCB products throughout Northern Ireland and County Donegal in the Republic. Here a JCB tracked excavator loads a Leyland Comet tipper – Thompsons being able to supply both.

the showroom windows at the Garvagh premises soon featured impressive displays of new Rootes products, as well as smartly-reconditioned second-hand vehicles 'from across'. Derick Bingham's book tells us that the Garvagh showroom was often kept open until 9.30 on weekday evenings, to take orders for new Commers, enabling busy operators to do a day's work first!

We've arrived at 1961 now, and the next big landmark in the growth of the TBF Thompson empire is about to fall into place, with the takeover of the business of Joe Potter of Belfast. J A Potter was the distributor



Above: Best shirt and tie on boys, you're getting your 'fotey' taken! Is this father and son Gilchrist? Or older and younger brother? Either way, the opportunity to deliver a nice new AEC to a customer was always worth a publicity photo. Judging by the photo, '7797 IJ' is new too. Selling directly competitive products like AEC and Leyland would never have been allowed 'on the mainland', but was common in Ireland.

of Leyland Group products in Northern Ireland, which included Albion and Scammell products. This gave TBF the Belfast location he had long wanted, as well as an opportunity to supply new 'heavies'. But the Potter business also had a franchise for Ford commercial vehicles as well. This multi-franchising would

never have been allowed 'on the mainland', but it was – and still is – common in Ireland and of course today is now equally common in the rest of the UK – with cars, SUVs and pick-ups if not lorries.

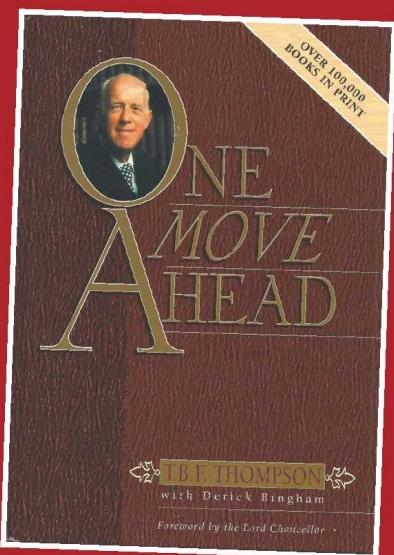
This was to herald the start of a whole new era for TBF Thompson – a story we'll continue



Above: Another 'win-win' situation for TBF Thompson. Here is a load of new JCB wheeled loaders (the ex-Chaseside design), packed onto the loadbed of this dropframe beavertail trailer, pulled by Thompson's AEC Mandator tractor unit. The AEC was powered by the 760 diesel engine and the unit was equipped with two-way radio.

FOR MORE READING...

'One Move Ahead' is the biography of TBF Thompson by Derick Bingham. It was published in 1995 by Ambassador Productions of Belfast.



Copies can be obtained from the TBF and KL Thompson Trust, 12 Killyvalley Road, Garvagh BT51 5JZ or e-mail: tbftompsontrust@aol.com

SCARBOROUGH FAIR

Keith Kitching brings us an update on 'The Scarborough Fair Collection & Vintage Transport Museum' – the name reflecting the addition of many more vehicles to the museum.



Above: Inside 'Hall Four' with the 1955 Albion Clydesdale truck, the 1915 Napier bus and the 1919 Albion 'toast-rack' charabanc in view. This hall is still work in progress.

Right: View from the other end of 'Hall Four'. On the right can be seen Keith's Austin/Plaxton coach, the 1908 Foden steam brewery dray 'Queen Mary' and the WW1 1916 Albion troop carrier.

Regular readers of this magazine may remember that my wife and I own RHN 548, which is a 1952 Austin/Plaxton fourteen seat coach and my home is at Scarborough. Three years ago, I lost my storage for the little coach and thought I would have to sell it. That was until a certain Mr Graham Atkinson rang me to say I could use one of his farm sheds to put my coach in.

Two years later I was able to put RHN 548 with other exhibits in a privately owned collection, which just happens to be owned by the same person. In 2015, as a way of thanking Mr Atkinson, I wrote about this hidden gem on the North Yorkshire coast and the story of the Scarborough Fair



Collection was published in the September 2015 (issue 190) of the Vintage Roadscene Magazine.

On the A165 road between the holiday resorts of Scarborough and Filey, you will pass various caravan sites and holiday parks along the seven mile route. Situated just over four miles south of Scarborough,

accessed from the roundabout beside the Plough Inn and the Filey Service Station, is the family-owned 'Flower of May Holiday Park'. This is where you will find what was called the Scarborough Fair Collection. Why 'was'? Because from June this year the collection has been renamed and is now 'The Scarborough Fair Collection & Vintage

Transport Museum'.

Quite a lot has been happening at the museum since I wrote about it in 2015. The passion which Graham Atkinson had for vintage fairground rides, fairground vehicles and mechanical organs is still well and truly alive in the museum. However, the vintage transport part of the collection has grown over the last three years and this year saw the opening of a fourth display hall.

As well as other exhibits 'shed four' is home to a line-up of fifteen vintage tractors and assorted vintage farming machinery. There is also a small collection of vintage Albion commercials (the oldest one from 1916), a 1915 Napier double decker bus and my little Austin coach (near the door so I can take it out now and again).

Not that the other commercials stay in the museum all the time. The 'Scarborough Fair Collection' side of the museum occasionally goes 'on tour' to various steam events across the country and one or two of the old commercial vehicles usually go with them. The museum is also home to a good display of vintage cars and motorcycles dating back to 1910.

The collection is looked after by a small team of museum staff, who are assisted by a



Above: A view along 'Hall Two' with vintage, classic and commercial vehicles on display, as well as the popular 'Golden Gallopers' and other vintage fairground rides. 'Hall One' is the Ballroom, where the Wurlitzer organ can be heard, especially on Wednesdays when it is 'Tea Dance' day. The bar and café areas are also in this hall.

band of dedicated enthusiastic volunteers, operating the vintage fairground rides, such as the Ghost Train, Dodgems and the Golden Gallopers, to name just a few. As for me, when I can, I am a volunteer guide for school parties and anybody who would

like a guided tour of the museum and I am enjoying every minute of it. Things move about in the museum and by next year the exhibits might not be in the same place as they were when I photographed them in July 2018. I won't say much more about the



Above: In the entrance to 'Hall Four' is the 1919 Albion 'Pratts' delivery lorry. The portable steam engine and the tractors in the background are part of the 'mechanised farming' display, including 15 vintage tractors.



Above: In 'Hall Three' can be seen the Showman's 'Locomotives' the Iron Maiden and 'His Lordship' displayed beside the 1935 Scammell tractor/generator 'Moonraker', plus the very popular Thriller (speedway) fairground ride.

museum, the photos tell the story for me.

With plenty of parking space, the Scarborough Fair Collection & Transport Museum is open to the public, from 10 am to 4 pm, on Wednesday to Sunday, from March until the end of October. It is closed Monday and Tuesday except for Bank Holiday



Above: Vintage old' penny slot machines, a 1940 Standard Flying Eight Tourer and motoring memorabilia in 'Hall Two'.



Above: Looking out from inside the 1926 Morris Commercial nine-seater bus into 'Hall Two'.
Below: This 1926 nine seat Morris Commercial bus can be found in 'Hall Two'.

Mondays. Guided tours of the museum can be arranged and for more information on events and the odd day when the museum will be closed for a private function, visit the

website, www.scarboroughfaircollection.com, see our Facebook page, or ring 01723 586698, best between Wednesdays and Sundays (10-4).



IT'S SHOWTIME!

Mike Forbes looks back at some commercial vehicle shows of the past with some evocative pictures of vehicles from the Chris Hodge 'Stilltime' Collection.



The Commercial Motor Show has been reintroduced in recent years, returning to the National Exhibition Centre, Birmingham where, from 1978 for a number of years, the commercial show was held alongside the Motor Show. This seemed a logical idea at the time, did not prove to be a long-term success.

Since 2000, the revived Commercial Vehicle Show, under the auspices of the SMMT – Society of Motor Manufacturers and Traders – has provided a showcase for the chassis-makers, bodybuilders and companies supplying all sort of other equipment to

transport operators. Unfortunately, there just doesn't seem to be a large number of lorries on display these days.

There have been commercial vehicle shows since before World War I. Moving from Olympia to the new Earls Court venue from 1937, the 'Commercial Vehicle Exhibition' was re-introduced after World War II in November 1948. For many years, the show settled to be held in London in even years, with the Scottish Show, which also had a long history, being held in odd years.

The Scottish Show was held at Kelvin Hall in Glasgow, until it moved to the SECC –

Scottish Exhibition and Conference Centre – on the bank of the River Clyde in 1985. However, like the NEC show, the Scottish Show became an expensive luxury for the lorry-making industry and only lasted for a few years at its new venue.

For most of the 1990s, the commercial vehicle makers relied on their own individual events, plus various more specialist shows, run by the likes of the IRTE – Institute of Road Transport Engineers – the IWM – Institute of Waste Management – Tipcon – the tipper conference run by the Road Haulage Association – plus other shows run by industry magazines and other bodies,



Above: Here's an overall view of the main hall at Earls Court at the 1962 show – there are vehicles with 1962 or 1963 on their number plates. The picture was taken from the balcony or mezzanine floor, on which we can see the stands of suppliers, like Lucas, CAV, Connolly, David Brown, GKN, Firestone, Goodyear and many more. At the bottom, we can see the cab roofs of a Bedford TK dropside, a KHA 'Heavy Duty' tractor unit and a J Type tipper. Then there's Thornycroft, with a couple of Mighty Antars and a Nubian fire tender. AEC to the right has a Reliance bus chassis and a Plaxton coach-bodied example, a Renown double-decker, plus an export normal control Mogul and a Park Royal-cabbed Mercury artic unit. Further right, Leyland has a sectioned LAD cab, a bonneted export model, a '2 Tonner' and an Atlantean double-decker with angular Metro-Cammell body for Liverpool. The Commer and Karrier stands are together across the centre of the picture. Left to right, there's an H or C Type with the new cab for Marston Bricks, a left hand drive Commer Cob van for Tuborg, a 'Walk-Tru' van for Sunblest and a 1500 van, an old-style QX platform lorry for Vaux Brewery and we can just see a Karrier Bantam for Corona drinks and an ambulance. Over on the left is Austin, with FFK, or in Austin-speak 702, dropside and tipper, a Gypsy, ½ ton (A60) van and pick-up and FG dropside. Next door is Morris, with more FFs, LD, J4, Minor and Mini vans – interestingly, we can see banners for both Morris and Morris-Commercial as late as this. At the back is Dodge, with some LAD-cabbed lorries and a bus. Centre rear are Scammell with a Constructor, Ford with a normal control and another Trader, Dennis with a Luton van for Albro Furniture of Ipswich, Albion with more LAD-cabbed lorries and a double-decker, Renault with Estafette and R4 vans, Land Rover, ERF and Foden, where we can see an S24 cab tilted, and right at the back, a Mister Softee ice cream van on the Smiths stand. (CHC aap920)

which overlapped with road transport, to show their wares to its potential customers.

Kelvin Hall is now a museum, while Earls Court has recently been demolished, breaking the link with the past glories of so many shows – but that's progress for you.

Here we look back to what many of us might term the 'golden years', with pictures taken mainly for the reports of the annual shows which appeared in Commercial Motor and other trade magazines of the day. Most of the vehicles seen in the pictures are a little unusual or special in some way. I've avoided tippers, as we'll be looking at these in a couple of issue's time...



Above: This picture was taken during the build-up of the 1960 show. The photographer would have been standing on the back of a vehicle, or possibly on a double-deck bus. We can see an LAD-cabbed tipper, a Leyland Octopus chassis, with sectioned LAD-cab and a 'Power Plus' engine in a glass case. Then there's the Thornycroft stand, with a 'Big Ben' with giant sand tyres and a Trusty eight-wheeler, facing the Octopus. Behind, ERF has an eight-wheeled KV-cabbed Double Diamond? tanker for Ind Coope, and a Daimler Fleetline double-decker for Birmingham. Over to the left, on the other side of the aisle, a Scammell Scarab pokes its nose in, while Foden has a chassis-cab for Australian Blue Metal, with an S21 cab with the big export radiator, an S21-cabbed eight-wheeled tipper for Sam Longson, lettered 'ICI Alkali Division, Buxton Lime Works', another S21 and a tanker for Buckleys. At the back we can see a Routemaster on the AEC stand, then there are banners for Dodge, Seddon, Unipower, British United Traction trolleybuses, Renault, Mercedes-Benz and Goggomobile... (CHC aai281)



Left: Another picture taken during the build-up, without the natty decorative fencing seen in the 'Next Month' column in the last issue. Here we can see what many might consider the star of the 1964 show, the new Ergomatic cab, on a Leyland Beaver tractor unit. Interestingly, as seen in the header picture of our last 'Showtime' Scenes Past in 2014, AEC more realistically reflected the delivery dates of the new models, by putting 1965 on the number plates of its Ergo exhibits at the show.



Right: In contrast, here is Albion's take on the corporate image with the Ergo cab, with a Clydesdale long-wheelbase four-wheeled chassis-cab. The long-door LAD cab also soldiered on for some years with Albion on alternative models.



Left: We mentioned the tilt-cab on the Foden S24 in the 1962 picture. BMC claimed the first 'volume' produced tilt-cab, with its FJ model, as seen here on a Morris FJ K160 with platform body, seen at the 1964 show during build-up. The magazines took these pictures before tubs of flowers, brochure racks and lots of people got in the way. (CHC aaa112)

Right: The manufacturers always used to like having a well-known operator's livery on at least some of their exhibits at the shows. "If it's good enough for them..." Here is an early Scammell Handyman Mk III tractor unit, with the glass-fibre Michelotti cab in the colours of Scottish haulier, McKelvie of Motherwell. Interestingly, there's also a glimpse of a 'Scarab Four' behind it – one of a few which had the Standard Atlas cab grafted onto the rear end of the three-wheeler.



1: Before the Continental invasion started in earnest, with Volvo and Scania making significant inroads into the UK market in the late 1960s, Mercedes-Benz was dipping its toe in the water, for example, showing this left hand drive LP1620 tractor unit at the 1964 show.

2: Export markets were still very important to the British chassis-makers during the 1960s. This rather old-fashioned, but attractive-looking normal control left hand drive Albion chassis-cab, badged as a Clydesdale, is typical of the many export models on show in those days. Behind is a four-wheeled tanker in Bulwark livery. While not for one of the bigger importers, the Tatra-Skoda banner to the rear is a warning of the shape of things to come... (CHCaab196)

3: Another export vehicle, a Dennis Centaur (not a Max) 7-7½ ton O4 diesel-powered platform lorry, for J Marrs & Sons of Bayswater – near Perth, Western Australia. (CHC aas516)



Above: In the livery of the late lamented Pan American World Airways, here is one of those amazing 'scissor-lift' vans introduced to service the ever-bigger passenger aircraft coming into use at the time. It's based on a late-style Commer QX chassis, here yet to have its front bumper fitted during the build-up of the 1960 show. A Gardner 150-powered ERF with a KV cab for S Jones of Aldridge can also be seen on the right, with a Thornycroft peeping in from the left (CHC aab262)



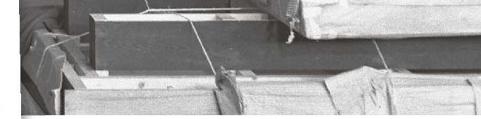
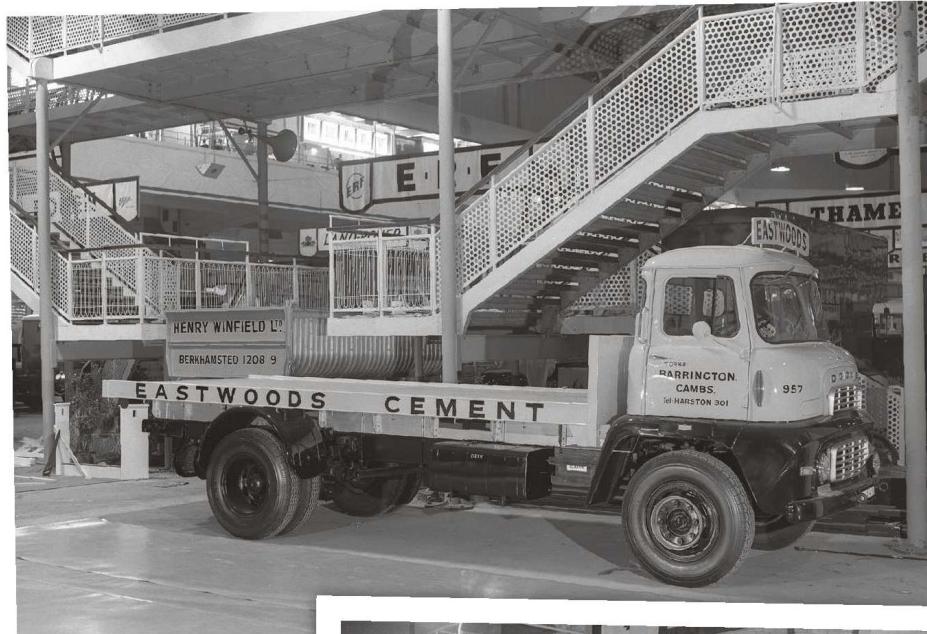
Above: Seen on the Rootes Group stand at the 1964 show is a Karrier-badged VC Series 5 ton dropside, in the livery of A Grainger of Smethwick. (CHC aak023) **Above right:** Here's a picture taken after the show had opened – note the man in the bowler hat to the rear. An unusual vehicle, a Dennis Pax IV, chosen by Watneys to carry its 'Red Barrel' beer in its bulk tank bodywork. Most Dennis tankers would be expected to carry liquids of a much more unpleasant nature. (CHC aai235)

ALLOY
BODIES

ABBOTS

WALSALL

PLASTIC
BODIES



Above: Another unusual vehicle for Watneys, a Foden S21-cabbed four-wheeled covered dray. The unladen weight of 5 tons 8 cwt 3 quarters is low for a 'heavyweight' vehicle like this. But it's a safe bet that this is one of Abbots' alloy bodies, rather than plastic.
(CHC aao084)

Left: It could be said that this late model LAD-cabbed Dodge 300 Series with its alloy platform body is more run-of-the-mill, but the chassis and body combination will have been specified by Eastwoods Cement, based at Barrington Works, Cambridgeshire, for its light weight, maximising payload.
(CHC aap926)

Right: Let's look at some smaller vans. Here is a Bedford TK, most likely a four cylinder diesel-powered 4-tonner, with a van body by Hawson, which bodied many vehicles like this one, destined for British European Airways, no doubt for moving baggage and parcels around at Heathrow Airport. (CHC aap954)





Above: A rather different Bedford-Hawson van, this time an integral job on a bonneted J Type chassis, this one no doubt insulated for Wall's Ice Cream, but this type was a typical parcels delivery van of the day (CHC aai237)

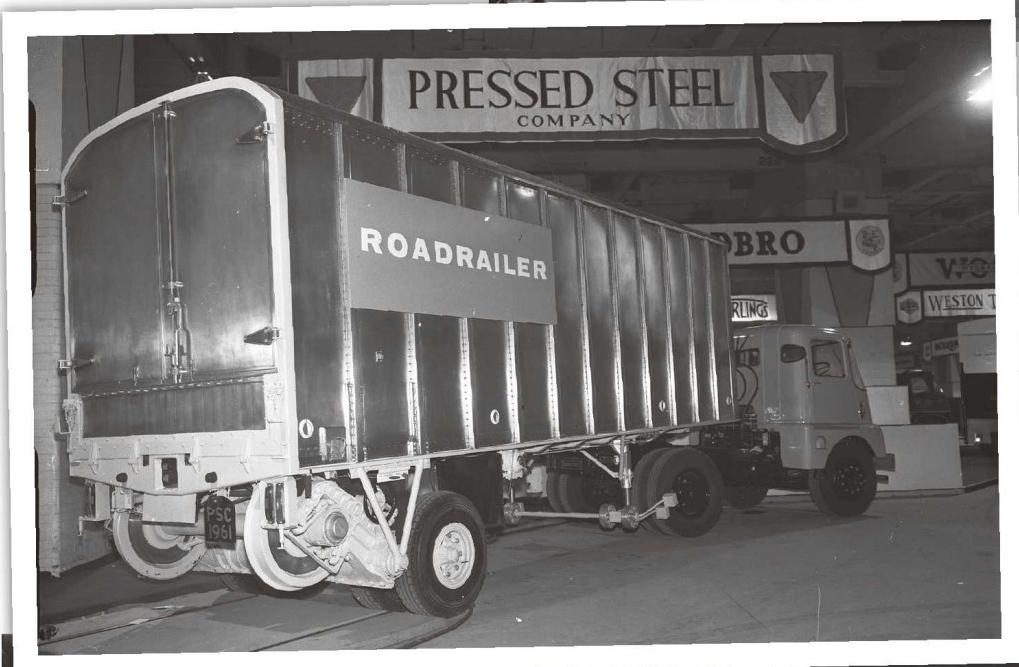
Left: More recent, but hardly a lot more modern, a Dodge 50 Series 566C integral parcels van, seen at an early 1980s Scottish Show, before the Chrysler star was replaced by the Renault diamond badge. When did you last see one of these? (CHC aad210)

Below: Going back to the early 1950s again, and another vehicle for export, here we have an Austin A40 car-derived 10 cwt van. It's in the livery of the well-known Swedish ASG organisation, complete with a nice 'road, rail, sea and air' picture on the side panel, featuring an Austin Loadstar platform lorry. (CHC aab207)



Right: We could be charitable and call this an 'heroic failure', but the truth is that the 'New' Leyland Fifteen is no more than a re-badged Standard Atlas. The rare 15 cwt pick-up version is seen here, along with the 'beefed-up' Leyland Twenty one ton van – both strangely still carrying the Standard name, like the pretty little 7 cwt van to the rear. And is that a Triumph Herald-based 'Courier' van sneaking in on the left, following the Leyland Group takeover of Standard-Triumph. (CHCaa0081)

Below: Now this really is a heroic failure. Seen on the Pressed Steel Company stand at the 1960 show is one of the prototype 'Roadrailer' trailers, showing off its two sets of wheels. It's coupled to a Thornycroft Trusty artic unit, which can just be seen on the left of the picture of the Pan-Am 'airside' vehicle. An idea perhaps ahead of its time and rather too complicated? (CHC aas479)



Below: Another more modern view during the build-up of the Scottish Show around 1983, with two Seddon Atkinson 401 tractor units, finished in the colours of Harry Lawson of Broughty Ferry and Russell of Bathgate, both companies still around today – Lawson's lorries still in the same livery. (CHC aap010)



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FRED CHAWNER AND PX THE CARRIERS

Peter Seaword of The H-S Transport Collection tells us about a driver and the companies he worked for.



Above: The picture which started it all – PX fleet no 59, NV 8248, a 1936 Leyland Beaver box van. On the reverse of the print, Fred Chawner told us that the Leyland 'Beaver' chassis, fitted with 'trunk van' body, operated by transport contractor 'PX' of Rushden, Northants, was "well-designed", but "not able to withstand the heavy treatment it gets from PX drivers!" Perhaps part of the problem was that it was only fitted with a four cylinder engine, compared with other operators' more powerful vehicles?

This article comes about as a result of the illustration which appeared in the Road Transport Archive issue 'Body Language', depicting the rear of a Leyland Beaver box van, NV 8248, in the livery of PX The Carriers, of Rushden, Northamptonshire.

We mistakenly said the picture had been sent in by the late F A Chapman when, in fact, Peter Seaword points out that the name of the sender was Mr F (Fred) A Chawner, who was a driver for PX, believed to have worked from the company's Leicester depot.

This picture was part of a set of pictures that Fred loaned to Peter, shortly after he retired as a driver with British Road Services (North Eastern) Ltd in Leeds. Fred was intending to write a resumé of his driving career, which is thought to have started



Above: PX fleet no 32, NV 2733, a 1933 Bedford WLG with Luton van bodywork. It is believed to be Fred Chawner standing alongside.



Another view of PX fleet no 32, NV 2733.

with Fred Cook in Hull, before he moved to the East Midlands and drove for PX Carriers, whose headquarters were in Rushden, with depots in Leicester and London.

Peter first met Fred Chawner in 1969 when, as a driver with BRS in Leeds, he transferred to the new contract with Overseas Containers Ltd, where he remained until his retirement in the late 1970s. Peter says that somewhere he still has Fred's letters and his lorry driving history, which we hope to be able to publish in full one day... However, we have copies of the PX pictures he sent to Peter. Fred had put notes on the reverse of the original prints, but these could not be transposed onto the copies, so if he had identified drivers or staff, unfortunately we cannot do so at present.

It is presumed that he sent the first picture – possibly along with the rest of those seen here – to Steve Stevens-Stratton, as part of his intention to record his transport history. We mis-read his name where Steve had added it to the rear of the print – not the

first time this has happened – as Steve's handwriting is almost as difficult to read as the present editor's...

For those of you who have access to the internet, there are two websites with a lot of illustrations and information relating to PX Carriers and the company's later reformation as LPG (Liquefied Petroleum Gas) Transport and finally Calor Transport – a substantial and important constituent of British road transport history, especially bulk tanker transport. The early part of the story is covered on: Rushden Heritage (projectrushdenheritage.co.uk), while the later part of the PX story – and some great pictures of old Calor lorries, which we can't reproduce here, unfortunately – can be found on the Trucknet site entitled 'Calor and its transport', which includes the incorporation of other well-known operators such as Monks/Monkton Motors, Tyburn, Arrow Bulk Carriers, Pointers and another LPG (this time Liquids, Powders and Gas Transport). We referred to this in

the 'Well-Known Names' issue of the Road Transport Archive series.

Peter writes: Fred regrettably did not survive long after he retired, a situation he was not looking forward to because he loved his job and lorry driving – he was what I refer to as an 'old school' driver – he was experienced in just about all forms of transport, he was resourceful and very flexible and was certainly one of the best and most popular drivers that BRS had at the time.

He would have a go at whatever he was asked to do and if he had a fault it was that often that he wouldn't go home! When his own work was done, he would always offer to assist and seemed to have a phobia about vehicles being parked neatly and in order, so when everyone else had finished Fred would often be tidying up the yard or getting the night shunt vehicles set up before he would leave. I was privileged to know him and count him as a friend – a true professional.



1: It looks like PX fleet no 53 on the scuttle of NV 467, a 1931 Bedford WLG dropside, from the first year of Bedford production, after the change of name from Chevrolet, with an unknown driver.

2: Bedford NV 467 again, this time with another unknown driver and probably a manager – most likely a member of the Peck family...

3: PX fleet no 64, a 1933 Morris Commercial C Type with semi-forward control and tilt-covered dropside body, registration and driver unknown.

PX The Carriers

Pecks Transport Company was founded by Arthur Peck at Wollaston, a village in Northamptonshire, not far from Rushden, in 1896. Then, in 1913, he moved to Carnegie Street, Rushden, and to Washbrook Road in 1927. Starting with a horse and cart, the Peck family were local hauliers, in and around the Rushden area, for most of the 20th Century.

Much of the company's work was connected with the boot and shoe industry, still an important part of the economy of the East Midlands, moving shoes and leather for the local traders. The name was changed from Pecks to PX Ltd in December, 1934.

As a major regional parcels carrier, the company was later acquired by British Road Services (BRS Parcels) and became the nucleus of the Rushden Parcels branch, still in Washbrook Road, opposite Spencer Park. When that closed the site was used by neighbouring building contractor, Marriott, but sold in about 2000 and is where an Asda supermarket now stands.

However, in 1947, PX Carriers had been contracted to deliver for Calor Gas Distributing Co Ltd all of its LPG (Liquid Petroleum Gas) cylinders of Butane and Propane on a national basis. Two new companies were formed, Transport Consultants and Vehicle, Hire and Supply Co Ltd (VHS Ltd) to achieve this, with VHS receiving a monthly cheque from Calor for goods transported. This tie-up with Calor had started in the terrible winter of 1947, when the railways froze to a virtual standstill – this having been the main way Calor had moved its cylinders up to then.

By June 1947, PX Transport was moving all Calor cylinders from the filling plant, at Billingham, Teesside, to Calor dealers in eleven counties in East Anglia and the East



Above: PX fleet no 65, AKO 988, a 1933 Morris Commercial C Type, similar to no 64, with a part van-part tilt body, possibly obtained second-hand, with its 'KO' Kent registration, rather than the usual 'NV' Northamptonshire mark.

Midlands. By the end of 1949, PX Transport had delivered over 1.25 million cylinders and was operating 75 vehicles. Many of these vehicles were ex-War Department surplus Leyland Lynx chassis, obtained and maintained by the Chief Engineer, Mr Ted Herring.

Some time during the 1950s, VHS Ltd moved to premises at 36 Higham Road, Rushden, using the properties fronting onto Higham Road as offices and building a large workshop on land at the rear. Here the company built new cylinder trailers and bulk gas tankers of varying sizes, to carry Butane and Propane, all for Calor Gas, but still operating as a separate company.

Calor's success in becoming the brand leader in the Bottled Gas market, meant

that PX Transport also expanded and in 1957 became a full part of the Calor Group. During the 1960s, Calor became quite a local force in Rushden, providing employment to skilled mechanics and office staff alike. A Social Club was formed, organising car rallies and Christmas parties and an annual 'posh do' at Overstone Solarium, Northampton – also owned by the Peck family! One annual event was the visit to Bertram Mills Circus at Olympia every January – this was for the whole Peck family children, plus many of the employees' children.

The Peck family completed an amalgamation of the companies in 1957 and took full control. LPGAS (Liquefied Petroleum Gas Ancillary Services) was the new name to replace Transport Consultants and Vehicle Hire and Supply. More work was being undertaken on behalf of gas boards, oil and chemical companies. In 1963, the fleet had grown to 328 motive units including 156 pressure tankers.

Calor diversified and moved into third party transport in a big way in 1966, with the acquisition of Monks International and Monkton Motors, which added 67 vehicles and depots at Uxbridge and Widnes, plus Chemical and Gas Transport NV in Utrecht (Holland), its sister company in Germany and Transportes Quimicos International SA in Spain.

Sadly, all good things come to an end, and on returning to work after the Christmas break in 1969, the office staff at Rushden were told that all office functions were being transferred to Slough, Berkshire at the end of April. Only two managers transferred to Slough. The Peck brothers, Will and Don,



Above: PX fleet no 61, NV 8250, a 1936 Leyland Beaver, with a high load sheeted and roped down on its open body. The lettering on the side rave reads: '... bulk collections for split delivery' – which is the type of work the company was known for, very useful for the Northamptonshire shoe trade.



Above: PX fleet no 76, NV 8482, a 1937 Albion KL127, with a tilt-covered body, with an unknown driver, who appears to be washing the vehicle.

retired, but the workshops, stores, etc continued to flourish at the rear of Higham Road, Rushden until the mid-1990s, when the site was sold for a supermarket and housing in 'Peck Way'.

Meanwhile, In 1970, control passed to Imperial Continental Gas and the business restructured, third party pressure transport was called Chemical and Gas Transport, Monkton Motors became independent, and European transport was named Calor Transport International. In 1971, Monkton Motors and the transport division of Calor Gas were integrated as Calor Transport with a new corporate logo.

In 1972, Tyburn Road Tank Services was acquired from Powell Duffryn adding over 100 tankers to the fleet, and the LPG fleet of British Oxygen Company (BOC) was purchased. 1977 saw the acquisition of WH Palmer (Bulk Liquids) and Arrow Bulk Carriers, with latex and other allied chemical products and a depot at Hull for the UK-Europe route.



Above: Another side-on view of the same vehicle, PX fleet no 76.

Calor Transport was now the major specialist road transport organisation in Britain. The German operation was sold in 1978, but in 1981, Calor acquired the ex-Pointer Transport tanker fleet from Mitchell Cotts, based at Kings Lynn.

After a number of ups and downs, Calor became a wholly owned company within the SHV Energy Group in 1997. There followed a slow reduction of Calor Transport. LPG Transport was sold to TDG and contracts were not renewed. By 2000, only a handful of vehicles were operating and, by 2006, there was no third party haulage. However, Calor Gas still has a very large and well-kept fleet transporting and delivering its own gas.

one that Fred drove when he started on the OCL (Overseas Containers Limited) contract in Leeds in 1969. His lorry was TUA 449G but the illustration is of SUM 239/240G. They were all part of a fleet of 15 Ford D1000 28 ton gross tractors (SUM 230-233G, SUM 238-241G, TUA 447-449G, TUM 367-369H and TUB 700G). These were all powered by Perkins V8 engines and the theory at the concept was that a 5 ton unit and 3 ton trailer allowed for a 20 ton container and cargo.

However, before even the first UK container ship sailed from Australia, 40 ft containers had been introduced, initially all 8 ft high (but soon to become 8 ft 6 ins). General cargo containers were joined by ventilated and refrigerated units and later by tanks, flat racks, tilts and the variety became almost endless.

Fred and the OCL Contract

The picture shows a similar vehicle to the



Above: PX fleet no 58, NV 8247, was a 1936 Leyland Beaver with Luton van body, with an unknown but proud-looking driver. What appears to be a trailer behind was another lorry with half van, half tilt body, probably having some of its load transhipped to the trunk vehicle for onward delivery.

Above: A 1933 Leyland Hippo platform lorry, LV 5719, unmarked apart from a fleet no 87, having its cargo, which includes with baskets or hampers, labelled for Wolsey, with the destination abbreviated to 'Lester', transhipped to or from a PX delivery vehicle. Note the wartime markings on the mudguards, but no cowls on the headlights.

The Fords were totally unsuited to operation at even their gross design weight, plus the 24 hour operation that was a consequence of the dockers refusing to handle containers in Tilbury, and they were quickly augmented by 32 ton units from the BRS general haulage fleet, usually AEC Mandator (MkVs and Ergomatics) and Seddon 32.4s. Five Fords were replaced quickly by five Seddon 32.4s (GWT 797J, GYG 747, 749, 750 and 754J). Some of the drivers who took more care of their vehicles (like Fred) helped them to last a little longer but Fred eventually got a non-contract J-registered Seddon 32.4 from the general haulage fleet in red, before his orange-liveried Rolls-Royce-engined Seddon 32.4 JWT 211N in 1975. These Seddons were replaced by Seddon Atkinson 400s in 1978, but Fred must have retired before they were introduced.

As an aside, one of the reasons for a BRS contract fleet in Leeds was, because of the government insistence that to grant internal



Above: Two of the initial fleet of 15 Ford D1000 Perkins V8-powered 28 ton gross tractor units, SUM 239 and 240G, similar to the one Fred Chawner drove on the contract for OCL (Overseas Containers Limited) from BRS Leeds.

clearance status away from port of entry, there had to be a mixed shareholding and that had to include some state ownership – usually through BRS and British Rail which were also involved via Freightliner.

OCL, along with ACT, were both consortia of British shipping companies: OCL included four equal shares, between British & Commonwealth, Furness Withy, Ocean



Above: At the 1977 Leeds eliminator for the Lorry Driver of the Year competition, Fred Chawner stands proudly by his 1975 Seddon 32-4 (JWT 211N) with his competitors plaque.



Above: The LDOY heat was a very popular and well-supported event, then at the Hudson Road headquarters of Montague Burton. Fred is seen on the left with John (Ginger) Boden in the middle and Peter Mills on the right, the OCL team for 1977.

Transport & Trading and Peninsular & Oriental Steam Navigation. ACT included the Trafalgar House interests (Cunard etc), Ben Line, Ellerman and Harrison Line). Eventually, all of these interests were acquired by P&O, which then went into a joint venture with the Royal Dutch Nedlloyd company, before selling its deep sea shipping interests to Maersk. The very first UK 'ICD' (Inland Clearance Depot) was at Sutton in Ashfield, quickly followed by those established by the shipping lines through Containerbase Ltd.

1969 marked the beginning of the growth of worldwide deep sea container movements in the United Kingdom, and the dramatic change from general cargo ships, port operations, which had an impact on road and rail transport, not to mention the eventual decline of British shipping from its eminent position in the world.

Peter says he must stress that Fred was a very professional driver and a credit to the transport industry, he was well liked and appreciated by all who knew him.



Above: The entire successful BRS (North Eastern) team in 1977 stand with their trophies and plaques, with Fred on the extreme left of the picture.

PARCELS, POLISH & PIPES

Vintage Roadscene reader, Bob Stroud, has put together an account of his career in road transport, delivering goods around Aberdeen, along with many pictures which he took along the way. We've made this into the latest issue of the Road Haulage Archive series, which Mike Forbes previews here...

Bob Stroud worked for BRS Parcels and other parts of British Road Services during a large part of his working life, so in this 70th Anniversary year of the setting up of BRS under the British Transport Commission in 1948, it seemed fitting to publish his memoirs in his own words –and pictures...

A lot of readers will identify with his comments on many aspects of the job, whether he's talking about the vehicles, their performance, how easy they were to drive or to load and unload, his relationship with management and getting the job done, the road conditions and traffic, and so on.

A lot has changed over the last 50 years or so in the world of transport, in terms of the vehicles, regulations and operations, although at the same time, a lot has also stayed the same. As he explains in these pages, during most of that time, Bob was behind the wheel, getting the job done, delivering various different commodities, around the North-east of Scotland.

As he recounts, his boyhood dreams of lorry driving, looking over the school wall at the BRS Parcels depot, were soon to be fulfilled and he went on to work for a number of different companies during his working life, delivering a whole range of goods and driving all sorts of commercial vehicles.

We can read about the good times and the not so good, as well as recalling all sorts of

ROAD HAULAGE ARCHIVE

PARCELS, POLISH & PIPES

– A WORKING LIFE AS A DELIVERY DRIVER



BRS Parcels, Roadline, Reckitt & Colman, P & O Distribution, John Bell Pipeline Equipment and more...



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Above: We had to have a BRS Parcels 'Noddy' van on the cover.

Left: Of course there were BMC 'Noddy' vans in the fleet of BRS Parcels Aberdeen branch, but there were always other types, sometimes used for specific jobs, including a number of Bedford TK and Austin FG box vans, like this 1971 example, which Bob drove for a while.

Right: Bob moved to tipper operator, C W Mitchie for a time, driving the Ergo-cabbed Leyland Comet, seen second from the right.

Below: The move to 'Roadline' offered a new logo on its brighter livery, but otherwise changed little of the routine at BRS Parcels Aberdeen, when Bob returned after his time with Mitchie. Here is a Leyland Terrier box van, which Bob collected from Star Bodies in Oldham.



vehicles, thanks to the pictures here. These are not all top quality, professionally-taken shots, but rather personal snapshots, to record the many memories, which otherwise can so easily fade over time. They have an immediacy about them, capturing workaday scenes of vehicles as they go about their business, which brings to life transport operations, in a way that posed shots of newly-delivered or specially-cleaned lorries never succeed.

There are pictures of lorries from Bob's time on tippers with C W Mitchie, back at Roadline, as BRS Parcels became known in the mid-1970s, BRS Truck Rental, Michelin, Reckitt & Colman, P&O Distribution, Harpers the Ford dealers, Business Express and John Bell Pipelines. Bob tells us about all the good times – and the few bad times – while he drover for all these companies during his working life.

We should be grateful that Bob, and others like him, took a camera with him, to record the different vehicles and aspects of the transport business and his daily life. Many of us have similar stories to tell, but it takes a lot of time and effort to sit down and remember the details and put them together, as well as sorting out all those pictures.

So let's enjoy all these pictures and what Bob has to say about them all, while we

remember similar lorries which we worked with or observed over the years. BRS Parcels might be long gone, but its spirit surely lives on within today's successor organisations, delivering goods to factories, retailers and individual customers. Remember that old Commercial Motor catchphrase: 'If you've got it, a truck brought it' – it's as true today as it ever was.

In past issues of the Road Haulage Archive series, we've looked at vehicle manufacturers, bodywork and what the vehicles were used for, transport operators large and small, special operations, like



Above: A BRS Truck Rental Ford Cargo box van, which Bob delivered to the local Michelin distribution depot, which led him to starting there as a driver soon afterwards.

Right: While with Reckitt & Colman, Bob drove this Volvo F6 with Boalloy Tautliner body in 'Mr Sheen' livery, which he says is probably his favourite vehicle of all.

Below: When P & O Distribution took over the Reckitt & Colman contract, Bob was given this Mercedes-Benz curtain-sider in P & O livery, seen while delivering to Balmoral.



municipal, tankers, tippers, heavy haulage, fairground, circus and more. This time, we're focused on the most everyday transport sector, delivery vehicles, the job they do and the people who make it happen...

Below: Bob finished his driving career at the wheel of this Mercedes-Benz Atego 1222, with its cab in a 'wrap' of the John Bell Pipelines livery.



Rally Round-up

Albions at Scorton Steam

The Biggar Foundation holds an annual Albion Gathering and Road Run at Scorton Steam, near Garstang in Lancashire. This year's event was on 16-17th June. **Keith Baldwin** went to the rally and reports that there were all manner of exhibits, from lawn-mower racing to a Russian tank transporter, 'Dancing Diggers', fairground and market plus, of course, plenty of commercial vehicles.



Above: A little underfloor-engined Albion Cairn, JPR 472 from 1956, restored in the livery of Drake & Son, fruit merchants of Weymouth, seen on the road run.



Above: A late 1950s Albion Claymore platform lorry, now registered CMY 20A, in the livery of G A Sweeting or Wakefield, giving a 'piggy-back' to an unrestored Guy Vixen chassis-cab.



Above: A 1952 Albion FT3AN dropside, PPP 48, in the livery of J H Buckle & Son of East Hagbourne, Oxfordshire, also seen on the Albion Club road run.



Above: Restored to its original Guernsey Railway Company livery as fleet no 75, Reading-bodied JNP 590C (originally registered 16216 on the island) was the last Albion Nimbus to be built.



Above: One of the many types of tractor unit available in the 1970s, which Phil Reed's series has looked at, was the Dodge Barreiros 300 Series, like WVJ 653T, seen at Scorton in John Weaver & Sons livery.



Above: This attractive-looking Ford 400E 15 cwt pick-up, badged as a Thames Freighter, 583 XVA (Lanarkshire, 1960) in the livery of Robert Campbell of Dumbarton, was at Scorton and also seen at Glamis Castle the following month.

Ridgeway Run

The HCVS South Midlands 'Ridgeway Run' covers around 50 miles, from Henley-on-Thames to the Buckinghamshire Railway Centre at Quainton. This year's run was on Sunday, 17th June, **Malcolm Ranieri** and **Peter Quinn** were there.



Above: A 1939 International Harvester D15 Stake side truck, YVL 419, brought to the UK, after a life on two farms and 1970s rebuild in its native Canada. (MR)



Above: A 1938 AEC Mammoth Major Mk II, AEW 676, new to London Brick Co, passing to Robert Fossett's Circus, but now owned for 25 years by Robert Wells, of Chesham, Bucks and finished in Pratts Bananas livery. (MR)



Above: Ergo-cabbed AEC Mandator, JKT 732L, once operated by Marley Tiles, but now in the McGovern preserved fleet, seen with two Caterpillar tractors on a low-loader trailer. (MR)



Above: Previously restored by Blowers Transport, this ERF KV-cabbed eight-wheeled tipper is now in the livery of Isle of Man-based JCK, and re-registered JMN 63. (PQ)



Above: Two different AEC Mammoth Major eight-wheelers, XYP 136, a 1961 Mk V, new to Shell Mex & BP as a tanker, now with a beaver-tail body in AEC factory colours, entered by John Vohmann, Marlborough, Wiltshire, and KYF 16, a 1947 Mk III with Bonallack cab, new to Regent Oil Co in 1947, extensively restored to original livery by Ward Jones, of High Wycombe, Bucks. (PQ)



Above: A Thames Trader artic unit, 128 YUK, with a platform trailer, in the livery of S J Long of Sutton in Oxfordshire, seen at the finish at Quainton. (PQ)

Kelsall 2018

The Kelsall rally, held in rural Cheshire on 23-24th June this year, has grown to be one of the premier events in the calendar, with over 600 vehicles exhibited of many types, including a large number of ERFs, under the REVS ERF Historic Vehicles banner, and the Foden Society's display. **Mike Forbes** was impressed with the displays.



Above: The lengthy restoration is now complete of 1937 ERF CI5 twin-steer, ELG 55, which looks marvellous in its Fisher Renwick livery, named 'Tummel'. The lorry was seen at Kelsall with REVS and later at BRS70.



Above: Among the many ERFs at Kelsall, restored and still working, this Gardner-powered B Series six-wheeled tipper, NAG 901P, caught the editor's eye.



Above: The South Yorkshire-based S Roper & Sons fleet of ERFs includes three KV, eight-wheeled tipper, 3967 VT, four-wheeled dropside, OJX 542, and ballast tractor, HSU 840, plus EC11 four-wheeler, W803 EOW and EC 6x2 tractor unit, N873 XTW.



Above: Looking as good as new, this Foden half-cab four-wheeled dumper, VFJ 89J, was one of the stars of the Foden display.



Above: 1 A Cummins-powered Foden with the S39 cab, ARA 138L, in the livery of Sellers & Kent, of Ashbourne, makes the OG four-wheeler of W P Shore of Hinstock, GDB 969, look small, although it would itself be dwarfed by many modern tractor units. **2:** An interesting little Dennis Pax platform lorry, JW 8214, in the livery of Williamson Transport of Crewe. **3:** The ex-Crosville publicity unit, based on a Beadle-Bedford bus, JFM 990, recently brought back to life by K & R Walsh of Manchester, was at Kelsall.



Above: 4 Ready to be restored to its former glory is Cummins-powered Seddon SD4, 250 RPD, once used by Graham Adams of New Malden, Surrey, to transport Donald Campbell's 'Bluebird'. **5:** Chris Bennett of Wilmslow had this Ford D Series artic unit, YOT 734V, next to its modern Mercedes-Benz four-axle heavy haulage tractor – quite a contrast. **6:** Local haulier and preservationist, Robert Coates, had this long wheelbase Leyland Lynx, WEH 58S, with a cattle box, next to his LAD-cabbed Leyland Comet, 831 WKL, still in the livery of previous owner, Victor Harvey, of Sussex.

Bloxham Beauties

The 50th Anniversary of the Banbury Steam Society's annual rally at Bloxham, Oxfordshire, was celebrated over the weekend, 23-24th June. **Dick Furniss** and **Vic Capon** were there, to see the usual excellent turnout of commercials among the large number of different vehicles at the show.



Above: The Perkins-powered Seddon Mk 5L platform lorry, NSU 169, of W H Wallington & Sons, of Hook Norton, was at Bloxham, 'loaded' with Seddon export crates.



Above: Also in the livery of W H Wallington & Sons was this 1957 Bedford TA dropside, KJL 710, seen returning to the 'commercial lines' from the ring parade.



Above: Previously seen at the Gillingham Gathering earlier in the year, now registered SSL 526, this 1954 FBW type L350 was originally a mobile meterological office in Switzerland.



Above: This Bedford TK six-wheeler, 343 BGJ, previously in the R C Jefferies fleet, was at Bloxham, sporting a 'For Sale' sign. Bob Jefferies' latest restoration, a TK four-wheeler, VPP 783E, was also there.



Above: Among the many military vehicles at Bloxham was DRP 708, a Fordson WOT.1 6x2 cargo truck, fitted with an office body, numbered RAF 150259.



Above: It's nice to see apparently unrestored lorries, like this Commer Maxiload, TUD 236G, complete with livestock container, having its battery boosted, which hadn't travelled far to the rally.



Above: Dinky Toys collectors will be especially fascinated by the sight of this full-size Opperman Moto-Cart, passing Coles & Sons line-up of immaculate modern Scanias.



Above: This interesting motor caravan, CAS 246, a Perkins-powered Wadham-bodied Dennis Heron, was originally registered 9 UMV in 1959, for the Middlesex Fire & Ambulance Service.

Bromyard Gala

A week later, **Dick Furniss** was at the Bromyard Gala, on 30th June/1st July, between Hereford and Worcester, where the show featured a number of interesting commercials among the varied exhibits.



Above: A 1960s All Wheel Drive snow-blower, based on a Commer Superpoise, fitted with a Perkins P6 engine supplied to a government contract, the blower driven by a Dorman Industrial engine mounted in the rear body. The vehicle was overhauled in 1990 by R A Matthews and Co of Fromes Hill, where it was based for two years as a snow clearing vehicle, but languished unused. It was retrieved recently for possible restoration.



Above: A 1984 Bedford TK, A888 SYK, owned by Nigel Miles of Berkeley and used to transport his 1962 Bedford CA van to the show.



Above: Robin Conod's 1967 Foden S21 tractor unit, JUX 813E, 'Bucknall Queen'.



Above: Also in Robin Conod's fleet is this 1976 Leyland Marathon tractor unit, KYR 943P, originally supplied to the Road Research Laboratory. Also present were his 6x4 Marathon and Roadtrain tractor units.



Above: A 1947 Foden STG 5 timber tractor, KBH 854, 'The Skylark', owned by Mr Wheeler of Craven Arms.



Above: One of a number of different Bedford CA vans on show at Bromyard was SFF 786, possibly one of the eight displayed by a Mr Grainger of Leominster, next to a Dormobile which had come from Germany.

Leylands at Crich

The Leyland Society celebrated its 20th year with its annual 'Gathering', held on 8th June, at The Tramway Village, Crich, near Matlock in Derbyshire. **Peter Quinn** sent us some pictures of the vehicles posed around the museum.

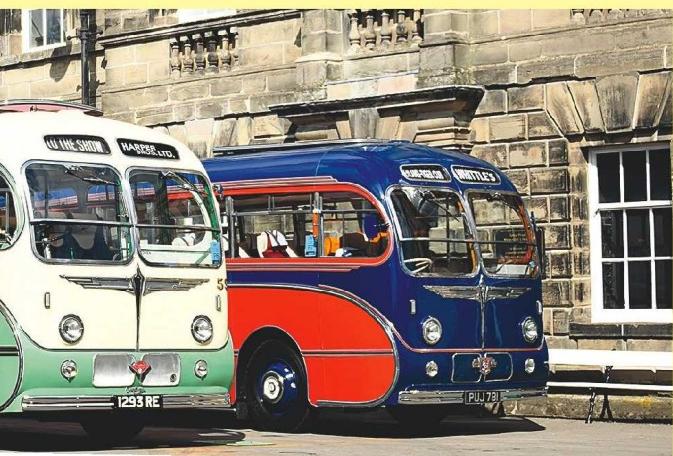


Above: Seen with Blackpool Corporation And tramcar no 40 of 1926, outside the Red Lion Pub at Crich, is 1913 Leyland S3.30.T, HE 12, with Brush 27-seat body, the oldest surviving full-sized British single-decker bus, new to British Electric Traction subsidiary Barnsley & District Electric Traction Co, one of an experimental fleet of 20, which lead to the replacement of the entire BET tramway network with buses. After withdrawal from service it became a static caravan and was built into a house, which had to be demolished for the bus to be removed for restoration by Mike Sutcliffe MBE.

Above: The 1933 Beaver TC7, TJ 3664, in the Livery of William Bowker of Blackburn, was supplied new to Crown Wallcoverings of Darwen with a petrol engine, replaced by a diesel engine in the late 1940s at Leyland Motors in Chorley. Sold to the HCVS in 1961, then the Antell family in Dorset, who looked after it for 48 years. The 1946 'Interim' Beaver 12IB, AHL 622, spent all its working life with Beverley Brothers Ltd, Eagle Brewery, Wakefield, originally pulling a Dyson draw-bar trailer. It was restored 30-odd years ago, using parts from ex-military Hippos, then plentiful in breakers yards.



Above: Parked outside the reassembled Derby Assembly Rooms, left to right, 1961 Leyland Leopard L2, PCK 618, with Harrington bodywork, of Ribble Motor Services, one of a batch of 20 coaches fitted with the optional air suspension. Withdrawn in 1972, after several owners, it was acquired by Ribble Vehicle Preservation Trust member David Prescott in 1988, who has carried out an extensive mechanical and body restoration; 1959 Guy Arab LUF, 1293 RE, with Gardner 6HLW and Burlingham Seagull body, new to Harper Brothers of Heath Hayes; and 1957 Burlingham-bodied Leyland Tiger Cub PSUC1/2, PUJ 781, new to Whittle Coaches of Highley and now restored to original.



Above: A 1956 Leyland Comet, PFH 380, restored to tipper specification, by Brian Thomas of Darley Dale, Matlock.

Glamis Castle

Mike Forbes made it north again this year, to the Scottish Transport Extravaganza, held at Glamis Castle, Angus, between Dundee and Forfar, on 7-8th July. The rally is organised by the Strathmore Vintage Vehicle Club, in the grounds of the ancestral home of the late Elizabeth, Queen Mother, which makes a splendid venue for the hundreds of different classics, gathered in the sunshine.



Above: This Gardner 4LK-powered Guy Otter Diesel, SUK 893, with what appears to be a Homalloy cab, previously seen in Wednesdaybury Tube Co livery, is now with C & M McDonald of Kintore.



Above: Here is Albion Chieftain, EYJ 791, in the livery of Norrie & Johnston Carriers of Forfar, with a 'horse'-drawn farm implement as a load, which must have made following drivers look twice.



Above: G & G Forrest of Kirriemuir were at Glamis with their pair of ERFs, M Series, KDD 537V, ex L & KR Thorpe, and Gardner 120-powered LV-cabbed 64G, PYJ 108L, ex-D C Thompson of Dundee, each carrying a 'Little Grey Fergie' tractor.



Left: It is most unusual to see lorries preserved in the guise of showman's vehicles, but this Luton-bodied Atkinson four-wheeler, UVA 660H (Lanarkshire, 1970), is lettered for N Thomas & Son Fun Fairs.



Above: This Ford V8 Pilot pick-up looks good in a Fordson tractor dealer's livery.



Above: Seen leaving the ring with the tractor parade is 'The Woodpeckers Tractor', EFD 356B, a 1964-registered Gardner-powered Unipower Hannibal timber tractor.



Above: A little Duple-bodied Bedford C5Z1 coach, 603 CYS, dating from 1961, beautifully-restored in its original attractive MacBrayne livery.



Above: One of the regulars at Glamis is this uncommon Bedford SB1/Plaxton Consort coach, FEF 462 (West Hartlepool, 1958) in the livery of Paterson's of Dufftown, seen next to Andrew Cook of Leven's Albion Chieftain, BYJ 462.

BRS70

There was the usual good turn-out for the sixth BRS rally at Lincoln Farm Café on the A452 at Balsall Common, near Solihull, on Sunday, July 17th, organised by Robin Masters and friends, commemorating the 70th Anniversary of the setting up of British Road Services in 1948. In scorching weather, **Mike Forbes** was among many enthusiasts who were able to admire the line-up of a varied selection of over 30 classic lorries, nearly all in the various liveries of parts of the nationalised fleet. Proceeds from the sale of the excellent programme, still available, go to Marie Curie and Macmillan Cancer Support.



Above: Pictured on the approach to the Lincoln Farm Café lorry park by Malcolm Ranieri is AEC Mammoth Major 8 Mk III, KOM 49. Retrieved from a scrapyard in Oadby, Leicestershire and restored by Bob Smith over the last five years, the now immaculate lorry spent the years 1950-62 in the Midlands area with nine different fleet numbers.



Above: Seen approaching the café on the A452 are ex-BRS eight-leggers, Thornycroft Trusty NYN 790 and Leyland Octopus, KYF 317, followed by Bewick-liveried Atkinson Borderer, HMF 766N. (MR)



Above: A great line-up of Guy Otter Diesel four-wheeler, OHT 430, with eight-wheelers, Albion HD 57L, SX8716, AEC Mammoth Major, KOM 49 and Thornycroft Trusty, NYN 790.



Above: Four 'Noddy' vans together, WEL 115J, ENF 763D, in Wilkinson's livery, CUW 151C and LHT 785E, awaiting a repaint, and just visible at the end, Trojan van, WOA 923.



Above: 1 Having been to the mid-1980s press launch of 'Lynx', the trendy new image for Roadline, aka BRS Parcels, the editor was intrigued to see Leyland Roadrunner box van, D401 JDH, in the charcoal grey livery, next to one of the Noddy vans. 2 Contrasting with the Scammell Townsman in the similar Railfreight colours, Seddon Atkinson 400 tractor unit, LBR 614P, in National Carriers livery, lines up with the Lynx Roadrunner and Mortons MAN. 3 Mick Corbishley had also been at the Leyland Society Gathering at Crich, with 1957 Bristol HG6L eight-wheeler, VOM 174, which was based at Rugby depot as fleet no FB5. At BRS70 at Lincoln Farm, it was parked next to Christine Thomas's Dodge Kew 105, LLX 497, and in front of Robin Masters' two Bristol HG6Ls, 221 CWL and ROG 687, and Roger Dennis's HA6G tractor unit, 290 HOA.

Rally Diary

Here is a selection of events being held during the coming month which we think will be of interest to Vintage Roadscene readers.

Please check details with organisers before travelling long distances. Vintage Roadscene publishes this listing in good faith and cannot be held responsible for any changes or inaccuracies in the information given here.

The season is well under way now, so here is a list of events, covering the weekends between the publication dates of this and the next issue. If you're organising an event which would be of interest to Vintage Roadscene readers, please let us know the details for future diary pages. Hopefully, the weather will improve and everyone will enjoy their day out, wherever they go. Please let us know if you enjoyed an event – or were disappointed – and if you see anything interesting, send us a picture for our future Rally Scene pages...

AUGUST

14th August – HORSE TRAM DAY, Crich Tramway Village, The National Tramway Museum, Crich, near Matlock, Derbyshire DE4 5DP. 01773 854321

e-mail: enquiry@tramway.co.uk
www.tramway.co.uk

17th-19th August – CORNISH STEAM & COUNTRY FAIR, Stithians Showground, Truro, Cornwall TR3 7DP, 07729 816888 e-mail: weses.enquiries@gmail.com
<http://www.weses.co.uk>

18th-19th August – BLISTS HILL STEAM WEEKEND, Blists Hill Victorian Town, Ironbridge, Telford, 01952 433424 e-mail: tic@ironbridge.org.uk
www.ironbridge.org.uk

18th-19th August – PURLEIGH COUNTRY SHOW, Purleigh Halt, Barons Lane, Purleigh, Essex CM9 6PF, 01621 852336 e-mail: tonyturner16984@sky.com
www.purleighcountryshow.com

18th-19th August – YESTERDAY'S FARMING, Dillington Park Estate, Ilminster TA19 9DT, 01458 241323 e-mail: videotraxjulian@tiscali.co.uk
www.yesterdaysfarming.co.uk

18th-19th August – OPEN WEEKEND & TRANSPORT COLLECTORS' FAIR, The Scottish Vintage Bus Museum, M90 Commerce Park, Dunfermline KY12 0SJ, 01383 623380 e-mail: eddie-taylor@tiscali.co.uk

18th-19th August – 33RD LINCOLNSHIRE STEAM & VINTAGE RALLY, Lincolnshire Show Ground, Lincoln LN2 2NA, 01507 605937 e-mail: info@lsvr.org
www.lsvr.org

18th-19th August – KINGTON VINTAGE SHOW, classic car event, Kington Recreation Ground, 3 Park Ave, Kington HRS 3AN, 01544 230758 e-mail: kingtonvintage@yahoo.co.uk

18th-19th August – TRUCKFEST SOUTH EAST, Hop Farm, Paddocks Wood, Kent, 01775 768661 e-mail: info@livepromotions.co.uk
www.livepromotions.co.uk

18th-19th August – TRACKS ACROSS THE FIELD, Opposite the Trooper Inn, near Petersfield, Hants GU32 1BD, 07890 441606 e-mail: secretary@whtic.co.uk
www.whtic.co.uk

18th-19th August – DEESIDE STEAM & VINTAGE RALLY, Milton of Crathes, Crathes, Banchory, Aberdeenshire AB31 5QH, 07900 233548 e-mail: framormotors@btconnect.com
www.dsider.co.uk

19th August – VEHICLES @ THE BRICKWORKS MUSEUM, Swanwick Lane, Swanwick, Hampshire SO31 7HB, 01489 576248 e-mail: admin@bursledonbrickworks.org.uk
www.bursledonbrickworks.org.uk

19th August – PORSCHE CLUB GB 356 REGISTER, Crich Tramway Village, near Matlock, Derbyshire DE4 5DP, 01773 854321 e-mail: enquiry@tramway.co.uk

19th August – PETROL LOCOS DAY, Amberley Museum and Heritage Centre, Station Road, Amberley, Arundel, West Sussex BN18 9LT, 01798 831370 e-mail: office@amberleymuseum.co.uk
www.amberleymuseum.co.uk

19th August – 999 EMERGENCY SERVICES DAY, East Anglia Transport Museum, Chapel Road, Carlton Colville, near Lowestoft, Suffolk NR33 8BL, 01502 518459 e-mail: eastangliatransportmuseum@live.co.uk
www.eatransportmuseum.co.uk

19th August – FREE BUS RIDES, Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich, Suffolk IP3 9JD, 01473 715666 e-mail: enquiries@ipswichtransportmuseum.co.uk
www.ipswichtransportmuseum.co.uk

19th August – MOTTRAM & DISTRICT AGRICULTURAL SHOW, Old Hall Showground, Mottram, Cheshire SK14 6LT, 01457 763249 e-mail: emmanewton@hotmail.co.uk
www.mottramshow.co.uk

19th August – ALL-FORD, Grampian Transport Museum, Montgarrie Road, Alford, Scotland AB33 8AE, 01975 562292 e-mail: info@gtm.org.uk
www.gtm.org.uk

19th August – TETBURY CLASSIC CAR SHOW, Sir William Romney's School, Tetbury GL8 8AE, 01666 503952 e-mail: calderstones@hotmail.co.uk
www.tetburyclassiccarshow.org

23rd-27th August – GREAT DORSET STEAM FAIR 50th Anniversary, South Down Farm, Tarrant Hinton, Blandford Forum, Dorset DT11 8HX, 01258 860361 e-mail: enquiries@gdsf.co.uk
www.gdsf.co.uk

24th-26th August – VW FAB FESTIVAL, Strumpshaw Hall, near Brundall, Norfolk NR13 4HR e-mail: vvfabfestival@aol.com
www.strumpshawsteammuseum.co.uk

25th August – 33RD CAMROSE VINTAGE WORKING DAY, Folly Cross Fields, Folly Cross, Camrose, Haverfordwest SA62 6J, 01437 710117 e-mail: cwwd@camrosecommunity.co.uk
www.camrosecommunity.co.uk

25th August – LINCOLN AUTOJUMBLE, Hemswell Cold Store Hangar 1, Caenby Corner Estate, near Lincoln DN21 5TU, 07816 291544 e-mail: lincolnautojumble@hotmail.co.uk
www.lincolnautojumble.com

25th-27th August – NVTEC NOTTS GROUP WORKING WEEKEND, Haughton Hall Farm, Bothamsall, Retford, Nottinghamshire DN22 8DG, 07860 29788, 07736 691974 e-mail: Theshowweekend08@aol.com / adrianparkerltd@gmail.com www.notts-tractor-working-weekend.webs.com/ or www.nvtcnotts.co.uk

25th-27th August – FESTIVAL OF TRANSPORT, Broad Farm Hellings, East Sussex BN27 4DS, 01323 479200 www.ehbc.biz

25TH-27TH August – READING TROLLEYBUSES TROLLEY DAYS, The Trolleybus Museum, Belton Road, Sandtoft, Doncaster, North Lincolnshire DN8 5SX, 01724 711391 e-mail: trolleybusmuseum@sandtoft.org
www.sandtoft.org

25th-27th August – FIR PARK WINGS & WHEELS, Firpark Farm, Firpark, Market Rasen, Lincolnshire LN8 3YL, 07767 092615 e-mail: firparkairport@live.co.uk

25th-27th August – EARLS BARTON VINTAGE RALLY, Whites Farm, Earls Barton, Northamptonshire NN6 0EP, 01933 663454 e-mail: mickhigham970@gmail.com
www.earlsbartonrally.co.uk

25th-27th August – TANKS, TRUCKS & FIREPOWER, Dunchurch, near Rugby, Warwickshire CV22 6NR, 07803 080028 e-mail: cvtandrew@hotmail.co.uk
www.tankstrucksandfirepower.co.uk

25th-27th August – MILITARY ODYSSEY, Kent Showground, Detling, near Maidstone, Kent ME14 3JF, 01268 772448 e-mail: info@military-odyssey.com
www.military-odyssey.com

26th August – CLASSIC TRANSPORT GATHERING, Crich Tramway Village, The National Tramway Museum, Crich, near Matlock, Derbyshire DE4 5DP, 01773 854321 e-mail: enquiry@tramway.co.uk
www.tramway.co.uk

26th August – 19TH RIPON SUMMER CLASSIC CAR & BIKE SHOW & AUTOJUMBLE, Ripon Race Course, North Yorkshire HG4 1UG, 01697 451882 e-mail: info@markwoodwardclassicevents.com
www.markwoodwardclassicevents.com

26th August – CLASSIC VEHICLE SHOW, Dover Transport Museum, Willingdon Road, Whitfield, Dover, Kent CT16 2HQ, 01304 822409 e-mail: info@dovertransportmuseum.org.uk
www.dovertransportmuseum.org.uk

26th August – LITTLE GRANSDEN AIR & CAR SHOW, Little Gransden Airfield, Sandy, Bedfordshire SG19 3BP, 07730 091132 e-mail: d.poile@btinternet.com
www.littlergransdenshow.co.uk

26th-27th August – SHREWSBURY STEAM RALLY, Onslow Park, Shrewsbury SY3 5EE, 01938 570874 e-mail: info@shrewsburysteamrally.co.uk

26th-27th August – HONITON HILL RALLY, Smeatharpe, Honiton, Devon EX14 9RF, 07929 534277 e-mail: info@honitonhillrally.co.uk
www.honitonhillrally.co.uk

26th-27th August – 28TH ANNUAL KNEBWORTH CLASSIC MOTOR SHOW, Knebworth Park, Hertfordshire SG1 2AX, 0845 879 1028 e-mail: info@geminievents.co.uk
www.classicmotorshows.co.uk

26th-27th August – EDENBRIDGE & OXTED AGRICULTURAL SHOW, Ardenrun Showground, Tandridge Lane, Lingfield, Surrey RH7 6LL, 01737 645843 e-mail: jackie@edenbridge-show.co.uk
www.edenbridge-show.co.uk

26th-27th August – RUNNING DAYS, The Transport Museum, Chapel Lane, Wythall, Birmingham B47 6JX, 01564 826471 e-mail: enquiries@wythall.org.uk
www.wythall.org.uk

26th-27th August – RUNNING DAYS, Keighley Bus Museum, 5 Riverside, Keighley, West Yorkshire BD21 4JP, 07546 704558 e-mail: enquiries@kbmt.org.uk
www.kbmt.org.uk

27th August – CAR RUNNING DAY, Lincolnshire Road Transport Museum, Whisby Road, North Hykeham, Lincoln LN6 3QT, 01522 500566 e-mail: info@lvvs.org.uk
www.lvvs.org.uk

27th August – RIDE A FIRE ENGINE DAY, Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich, Suffolk IP3 9JD, 01473 715666 e-mail: enquiries@ipswichtransportmuseum.co.uk
www.ipswichtransportmuseum.co.uk

27th August – FREE VINTAGE BUS RIDES, WITNEY-WOODSTOCK, Oxford Bus Museum & Morris Motors Museum, Old Railway Station Yard, Main Road, Long Hanborough, Woodstock OX29 8LA, 01993 883 617 e-mail: info@oxfordbusmuseum.org.uk
www.oxfordbusmuseum.org.uk

SEPTEMBER

1st September – SIMPLY TRAMS, Crich Tramway Village, The National Tramway Museum, Crich, near Matlock, Derbyshire DE4 5DP, 01773 854321 e-mail: enquiry@tramway.co.uk
www.tramway.co.uk

1st September – VINTAGE PLOUGHING MATCH, Bellaghy Road, Ballyronan, N Ireland, Mid Ulster Vintage Vehicle Club, 07541 325188 www.muvvc.co.uk

1st September – 12TH ANNUAL ROAD RUN, Starts 12 pm: 43 Drumgreenagh Road, Madden, Keady, Co Armagh, N Ireland, Derryhennett Vintage Vehicle Club, 07718 952711 or 02837 510834

1st September – RAVENINGHAM COUNTRY FAIR, Thurlton Road, Raveningham, Norfolk NR14 6NZ, 01508 528285
e-mail: jamespeterbrett@hotmail.co.uk
www.ravfair.co.uk

1st-2nd September – MACMILLIAN VINTAGE RALLY, Langhurst Hill Farm, Balls Cross, Petworth, West Sussex GU28 9JW, 01420 474298
e-mail: sylvia.haydon@btinternet.com

1st-2nd September – AUTUMN STEAM RALLY, Strumpshaw Steam Museum, Strumpshaw Hall, near Brundall, Norwich, Norfolk NR13 4HR, e-07753 182065
Email: michael.curtis4@gmail.com
www.strumpshawsteamuseum.co.uk

1st-2nd September – YORKSHIRE TRACTION ENGINE RALLY, Scampston Hall, Malton, North Yorkshire YO17 8NG, 01751 200839
e-mail: info@outdoorshows.co.uk
www.outdoorshows.co.uk

1st-2nd September – SHACKERSTONE FESTIVAL, Barton Lane, Congerstone, Leicestershire CV13 6NB, 07767 400894
e-mail: info@shackerstonefestival.co.uk
www.shackerstonefestival.co.uk

1st-2nd September – TRUCKFEST SOUTH WEST, Bath & West Showground, Shepton Mallet, Somerset, 01775 768661
e-mail: info@livepromotions.co.uk
www.livepromotions.co.uk

1st-2nd September – BOSTON STEAM & VINTAGE FESTIVAL, Frampton Lane, Hubbards Bridge, Boston, Lincolnshire PE20 3QU, 01205 760768 e-mail: franciskew@live.co.uk
www.bostonsteamandvintagefestival.co.uk

2nd September – ON THE BUSES, Bewdley Station, Severn Valley Railway, Worcestershire, 07793 769903
www.svr.co.uk

2nd September – CLASSICS AT HOGHTON TOWER, Hoghton Tower, Hoghton, near Preston PR5 0SH, 01697 451882
e-mail: info@markwoodwardclassicevents.com
www.markwoodwardclassicevents.com

2nd September – CLASSIC & RETRO SHOW, Himley Hall, near Dudley DY3 4DF, 0845 879 1028
e-mail: info@geminievents.co.uk
www.classicmotorshows.co.uk

2nd September – TRANS-LANCS TRANSPORT SHOW, Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW, 0161 2052122
email: email@gmts.co.uk
www.gmts.co.uk

2nd September – AUTUMN ROAD RUN, Start and Finish: Salisbury Livestock Market, Netherhampton, Salisbury, Wiltshire SP2 8RH, Commercial Transport In Preservation (CTP), 01747 823365
e-mail: m.bailey1950@btinternet.com
www.thctp.org.uk

6th and 9th September – HERITAGE OPEN DAYS @THE BRICKWORKS MUSEUM, Swanwick Lane, Swanwick, Hampshire, SO31 7H, 01489 576248
e-mail: admin@bursledonbrickworks.org.uk
www.bursledonbrickworks.org.uk

6th September – HORSE TRAM DAY, Crich Tramway Village, near Matlock, Derbyshire DE4 5DP, 01773 854321
e-mail: enquiry@tramway.co.uk
www.tramway.co.uk

8th September – TRACTOR ROAD RUN, Broughshane Community Centre, Knockan Road, Ballymena, N Ireland, Braid Valley Vintage Enthusiasts, 07802 537124/07850 795577

8th September – RATHFRILAND VINTAGE CLUB ANNUAL RALLY Rathfriland, Co Down, N Ireland, 07879 417079

8th September – ANNUAL RALLY, Victoria Road, Ballyhalbert, N Ireland, Peninsula Vintage Club, 07789 448668

8th September – FREE VINTAGE BUS RIDES ROUND OXFORD, The Oxford Bus Museum & Morris Motors Museum, Old Railway Station Yard, Main Road, Long Hanborough, Woodstock, OX29 8LA, 01993 883 617
e-mail: info@oxfordbusmuseum.org.uk
www.oxfordbusmuseum.org.uk



An interesting light commercial at the Rempsone rally this year was this 1959 Standard Vanguard Phase III pick-up or 'ute'. There was a large number of different lorries present, as can be seen in the background – full report next issue.

8th September – STEAM @ USK SHOW, Usk Showground,

Monmouthshire NP15 1DD
01291 671303 e-mail: chrisc96@googlemail.com
www.uskshow.co.uk

8th-9th September – HUNTON STEAM GATHERING, Bedale Road, Hunton, North Yorkshire, DL8 1QF, 07850 863153
e-mail: cressingtemple@yahoo.co.uk
www.huntonsteamgathering.co.uk

8th-9th September – 45TH MALPAS YESTERYEAR RALLY, Rally Field, Hampton, Malpas, Cheshire SY14 8JW, 01978 780749
e-mail: billevans8320@btinternet.com
www.malpas-yesteryear-rally.co.uk

8th-9th September – RETRO TRUCK SHOW, British Motor Museum, J12 M40 Gaydon, Warwickshire CV35 0BJ, Classic trucks 1970-2000, 01926 643357
e-mail: shows@britishmotormuseum.co.uk
www.britishmotormuseum.co.uk

8th-9th September – TROLLEY DAYS, The Trolleybus Museum, Belton Road, Sandtoft, Doncaster, North Lincolnshire DN8 5SX, 01724 711391
e-mail: trolleybusmuseum@sandtoft.org
www.sandtoft.org

8th-9th September – HADDENHAM STEAM RALLY & HEAVY HORSE SHOW, A1421, Sutton Road, Haddenham, near Ely, Cambridgeshire CB6 3ET, 07741 019848
e-mail: info@haddenhamsteamrally.co.uk
www.haddenhamsteamrally.co.uk

8th-9th September – NORTHLEACH STEAMSHOW, Eastington Road, Eastington, Northleach, Gloucestershire GL54 3PJ, 07765 692758
e-mail: info@northleachsteamshow.co.uk
www.northleachsteamshow.co.uk

8th-9th September – HERITAGE OPEN DAYS, Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW, 0161 2052122
e-mail: email@gmts.co.uk
www.gmts.co.uk

8th-9th September – LANLIVERY VINTAGE RALLY, Chark Farm, Redmoor, Bodmin, Cornwall PL30 5AR, 01208 872921
e-mail: lanliveryvintagerally@hotmail.co.uk
www.lanliveryvintagerally.co.uk

8th-9th September – BICKER STEAM THRESHING & CLASSIC CAR SHOW, Saint Swithin's Church, Silver Hill Field, Gauntlet Road, Bicker, Boston, Lincolnshire PE20 3AU, 01775 820273
e-mail: sc.dawson@virgin.net
www.bickersteamshow.co.uk

8th-9th September – LAUGHTON AUTUMN SHOW, Laughton Showground, Laughton, East Sussex BN8 6BN, 01323 811264
e-mail: laughtonshowground@gmail.com
www.heritagefield.co.uk

8th-9th September – COPPISTEAM STEAM & WORKING TRUCKS SHOW, Cossall Road, Trowell, Nottinghamshire NG9 3PG, 01158 498840 or 07789 904389
www.coppice-steam.wix.com/coppice-steam

8th-9th September – FARMING YESTERYEAR, Scone Palace, Parklands, Perthshire, Scotland, 01738 850582
www.svtec.org

9th September – KENT'S CLASSIC CAR SHOW, Aylesford Priory, Aylesford, Kent ME20 7BX, 01732 840787
e-mail: kentsclassiccarshow@hotmail.co.uk
www.kentsclassiccarshow.co.uk

9th September – STEAM & VINTAGE GALA, The White Horse Country Park, Westbury, Wiltshire, 01225 754374
e-mail: petergear@hotmail.co.uk
www.wessexsec.org

9th September – GARSTANG AUTOJUMBLE, Hamilton House Farm, Tarnacre Lane, Garstang, Preston PR3 0TB, 07836 331324
e-mail: info@garstangautojumbles.co.uk
www.garstangautojumbles.co.uk

9th September – GRAMPIAN MOTORCYCLE CONVENTION, Grampian Transport Museum, Montgarrie Road, Alford AB33 8AE, 01975 562292
e-mail: info@gtm.org.uk
www.gtm.org.uk

9th September – CLASSIC VEHICLE DAY, Gloucestershire Warwickshire Railway, Toddbington Railway Station, Toddbington GL54 5DT, 01242 621405
e-mail: marketing@gwsr.com
www.gwsr.com

9th September – VINTAGE VEHICLE GATHERING, East Lancashire Railway, Bolton Street Station, Bury, Lancashire BL9 0EY, 01617 647790
e-mail: admin@eastlancstrailway.org.uk
www.eastlancstrailway.org.uk

9th September – CLASSIC VEHICLE GATHERING, South Yorkshire Transport Museum, Aldwarke, Rotherham, Yorkshire S65 3SH, 07950 327237
e-mail: rally@sytm.co.uk
www.sytym.co.uk

9th September – SPEECH HOUSE VINTAGE SHOW, The Speech House, Speech House Road, Coleford, Gloucestershire GL16 7EL UK, 07769 785902
e-mail: mark.harris101@tiscali.co.uk
www.fvrmc.co.uk Opens: 10am

9th September – OTLEY VINTAGE TRANSPORT EXTRAVAGANZA, Knotford Nook, Pool Road, Otley, 01943463467
e-mail: nigelfrancis@btinternet.com
www.ovte.co.uk

9th September – NORTH SOMERSET VINTAGE PLOUGHING MATCH, Claverham, Somerset, 01275 474649
e-mail: sheila.chapman4@btinternet.com
www.nvtec-northsomerset.org

9th September – NORTH NOTTINGHAMSHIRE PLOUGHING MATCH, Retford Area, 07970 902220
e-mail: danbartle@rbmagricultural.co.uk
www.nnpm.co.uk/

9th September – SIDMOUTH JUNCTION PLOUGHING MATCH, Ewens Ash, Dunkeswell, Honiton, EX14 4TB, 07779 685858
e-mail: philippgibbins21@gmail.com

JENSENS, BODIES AND MORE...

What a delight Road Transport Archive no 17 'Body Language' is, one of the best in an already excellent series. I especially enjoyed the box van/Luton van/pantechnic sections, plus no less than 13 JNSN photos as a bonus. What a pity World War II stopped the streamlined six-wheeler from going into series production. Malcolm Bates wonders if Jensen ever built two identical vehicles: well, Dakins' duo were certainly different – EO 9220 had a raked front and drop-well, while TAU 309 had a flat front and a straight-through high floor. Their main failing was the (very) cramped cab, so far as I was concerned, and I'm only average height – but I still liked them a lot.

My thanks to David O'Brien (April's issue) for saying my Dakins Removals letters are fascinating, if our nice editor permits, there may be a few more. I also agree with him that it's Hooleys Garage on Derby Road and not Horleys, and would hazard a guess that the ex-military vehicle converted to a small Luton van was photographed on the rope Walk, on the edge of The Park – I doubt if Hooleys dared venture any further into this exclusive enclave (even more so then than now) to take photos of commercial vehicles.

Before going down the pit and then moving on to Dakins, I'd delivered furniture for Baker & Plumb Cash Furnishers on Derby Road, the store being lower down and on the opposite side of the road from Hooleys. The company operated two petrol-engined Bedford and two diesel-engined Ford Thames Luton vans, though I believe they later ran BMCs. Perhaps David, who obviously also has a Nottingham background, remembers this once well-known firm?

With reference to the Sentinel six-wheeler on page 4 of 'Body Language', if the van doors were closed you'd see that it belonged to 'Thomas & Arthur Wardle, Dyers, Finishers and Printers, Leek, Staffordshire'. In other words, fabric, rather than paper printers. Having manhandled a few thousand rolls of fabric in my time, I can assure you they are heavy enough to justify the use of a 10/11 ton vehicle.

When I worked for Saxby Dyers of Basford, Wardles was our first call on the weekly Manchester run: out via Derby and Ashbourne, return via Buxton and Matlock. Hilly country, but our Albion Chieftains and later Leyland Super Comets coped well enough with the severe gradients – just don't get stuck behind an eight-wheeled bulk tipper on those narrow twisting roads.

Could the mysterious Geo Dominic long-door Leyland on page 7 possibly be a Beaver? My friend Tom Brown has just sent me a 1976 book that commemorates 80 years of Leyland production – thanks, Tom – which features a Beaver lorry, not a tractor unit. Or could it simply be an Albion that had received a Leyland replacement front panel – I guess we'll never know for sure... Like many another formerly well-known haulage contractor, Geo Dominic's vehicles suddenly seemed to vanish. The livery was red with gold lettering and the company's modern depot was on Graisdale Drive.

I wonder if Burtons Fine Foods on page 76 was the same Burtons whose warehouse was on Talbot Street below the Dakins premises? This was a medium-sized grocery chain, which was taken over by Fine Fare, and the addition of 'Fine Foods' to the name fits in nicely with Fine Fare. We used to watch their Thornycroft Sturdy box van

and box trailer outfits struggling up Talbot Street, at little more than walking pace, hardly surprising when you put something like 10 tons on what was basically just a 5-tonner. The company's city centre shop, under the Council House, closed several decades ago, but the disused 3 ton vehicle lift down to the subterranean store-room survives, and can be seen through gaps in its wooden doors. Legend has it that wealthy ladies from The Park would phone the shop and order a single cake for their afternoon tea and Burtons would send a van to deliver it!

Another local firm was A B Gibson, Provision Merchants, page 24, whose premises were located on Upper Parliament Street, in an attractive Art Deco building, that was later incorporated into Pearson's Department Store. Whether the company moved elsewhere or just closed down, I can't say, but the livery was white with red-shaded black lettering. Of course, the 1930s Art Deco building has been torn down, while older and less-distinguished premises nearly survive. Also fairly local was Beauvale Upholstery of Ilkeston, page 47, and with the aid of a magnifying glass, you can just make out 'Practical House Furnishers' below the name.

I can even claim a tenuous link with the Manders Paints Guy eight-wheeler featured on page 33: after he gave up driving trolleybuses, my father managed that company's Nottingham shop.

So much of local interest, so many long-vanished companies that I remember from my days on the road. Thank you for a wonderful publication. I could write more, but it would take up too much room.

David Watts, Nottingham.

WESTERN WELSH BUS PICTURE?

I am clutching at straws, but wondered if any readers could kindly help, please? Western Welsh fleet no 369, CKG 458, a Daimler CW5G, with Brush UL55R body, was new 9/43 and withdrawn 12/51. I am eager to try to track down any possible photo(s) of this vehicle. It was scrapped/broken up by WWOC at Ely works during the early 1950s. The only photo found to date is one in a line up at the Ely 'graveyard', minus body in around 1952/3.

It is one of few vehicles not found in the Brush photo archives.

Richard Morgan, staff10@btinternet.com

Replies other than by e-mail can be forwarded to Richard by the Editor...

TVW AND SENTINELS

On page 40 of issue 225 you state that the eight-wheeler of Fletchers was a Guy Invincible. This is incorrect, as the vehicle was a Cummins-engined TVW, which was converted from a 1954 Sentinel DV66M medium six-wheeler in 1960. The original vehicle was Sentinel's demonstrator (hence the Salop registration) and also featured in the company's sales brochure.

The photo appears to have been taken when the lorry was newly-converted, when it still carried the original Sentinel 48 gallon fuel tank. This was later changed to a larger capacity round Leyland tank, because of the poor fuel consumption the vehicle returned, to

allow a round trip without refuelling away from base.

Also on pages 24 & 25 you quote the two Sentinels as Models DV 6/4, which would be six cylinder four-wheeled trailer models. They were actually DV 4/6 models, the four cylinder light six-wheeler, having a gross weight of 15 tons 10 cwt.

I always enjoy the vintage articles, and particularly liked the Henry Joyner story.

Neil Matlock

I really wish there was time to consult an expert on all these specialist subjects, so we get it right first time – but there are only so many days in the month. Thanks for putting the record straight!

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ROADSCENE

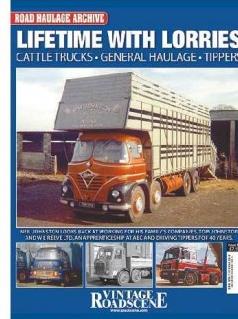
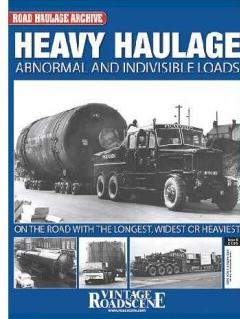
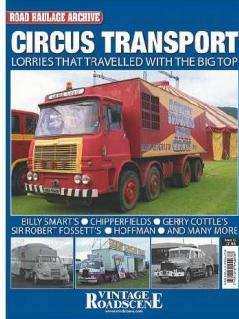


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BRS MEMORIES

I worked on BRS. From 1947, I was with local Melksham haulage contractor I Crook & Sons, which had depots in Melksham, Bristol and Bermondsey, London. We were nationalised in May 1949 and formed the nucleus of Melksham and Frome Group, along with W & E Evemy of Frome. On being taken over, the Bristol depot was merged with Bristol Parcels Group and the London depot, with four lorries and their drivers, was moved from Silwood Street, Bermondsey, in Rotherhithe New Road. This was the sister depot of Melksham, with six trunks a night, three operating from each depot and changing over. All Melksham roammers had to report to Rotherhithe when in London.

Regarding the photograph, July issue, page 15, the Albion HD was probably a Melksham vehicle, going by the size of its sideboards. The small Albion certainly was. The Bristol, 104 AHW, was a roamer from Melksham. NLJ 81 was from Days Road, Bristol. With so much room in the depot, these photos must have been taken in the afternoon, and the drivers would be gone to Mrs Wylie's at No 102 for digs.

Regarding Searles Road, there was a small BRS Contracts depot there, quite independent from Rotherhithe. The Co-ordinated Traffic lorries were a dark green colour. The company may have originated from H Pye & Sons in Cranham Road, Bermondsey (although I could be wrong about this) as the green is certainly similar to Pye's. There were some of these vehicles in different depots throughout the country. The Bristol NEL 968 now in the Bristol Industrial Museum was one of them, but it is in RHE red livery now.

B S Brown, Liskeard, Cornwall

MORE BRS MEMORIES

I recently came across a copy of Vintage Roadscene issue 224 July. Brian Stephenson's article on BRS in the 1950s brought back wonderful childhood memories of the depot at Searles Road, which backed onto our back yard. Another entrance to the depot was at Victory Place, where the Mackintosh's operation was based.

The photograph of the four-wheeled Foden FG van was taken in Balfour Street, exactly opposite our terraced house, where BRS lorries often parked up waiting to enter the yard. The FG must have been 'captured' in the late 1950s at the earliest, as the cab roof was supporting a spot lamp that

illuminated the Mackintosh signage, while there was a small livery change around this time, where the line of black relief at the base of the box van was altered from a 'wavy' line to the straight line shown here. Small differences but very noticeable to a keen young BRS spotter!

I must admit the four-wheeled FG has slipped my memory as the six-wheeled Leylands and Foden vehicles were the mainstay of the fleet. One afternoon around 1957, I was approaching the depot after finishing school, when I saw a great cloud of blue smoke accompanied by much shouting. I thought a major fire had broken out in the depot. This was not the case but, for some reason, the pre-war Leyland Beaver, which was permanently parked at the back of the shed-was 'fired' up! However, probably my everlasting memory of the time was the arrival of a brand new Mackintosh-liveried four-wheeled ERF KV - space ship or what? Mackintosh took over Caley chocolate in 1932, but used the name until the early 1960s.

My Italian grandparents had a corner shop next to the BRS depot and served tea and sandwiches to the drivers, up to and maybe just after the war. The depot itself was formerly owned by Thomas Tilling as a bus depot until 1916 when, under the agreement with the 'General', it ceased operations there but used it as a base for its commercial transport business, until BRS took over in 1948. Sadly, the depot is no more, but yet another housing estate. Sorry about the ramble, but a truly wonderful time for young 'BRS spotters'! Lovely magazine, keep up these delightful articles,

Peter Esposito, via e-mail

BRS MORRIS VAN DETAILS

I hope this doesn't seem too pedantic, but there is just one error I think it important to correct in the captions to the excellent collection of BRS photos in July's magazine. The van registered VYL 383 is not an LD; it is a very rare LCFO (Forward-control, Oil-engine) two-tonner, made between 1958-60 only, and was basically a forward-control version of the LCO5T.

It had the BMC 3.4-litre engine, coupled to a Morris-Commercial gearbox of pre-war design. Apart from the front-end tinwork, it shared very little with the LD. It had basically the same split-case Morris-Commercial back axle as the Royal Mail LD with twin rear wheels but even these were not interchangeable, as the spring saddles were closer spaced on the LD.

The 3.4 OEA (and 5.1 OEB) engines were

designed and built by Morris Commercial Cars, so it could be said that LCO5(T) and LCFO models were the last vehicles to have 100% Morris-Commercial drivelines. They were superseded by the FG two-tonner, but these had the BMC constant-mesh box, as used in the heavier models, which was an Austin design, as were the 2.2 engines and synchro boxes of the later LD.

Bruce MacPhee, via e-mail

BRS PARCELS AND OTHER VANS

I have just received my latest copy of your excellent magazine and was delighted to see pictures of old BRS lorries. However, in your text accompanying the photographs of the vans on page 10, you state that these were BRS Parcel vans. This cannot be right as their fleet numbers were general haulage fleet nos and the vehicles were based at Hampstead and Tuffnell Park depots, which were general cargo depots.

All the vehicles in the Parcel division had fleet nos prefixed with 'P', as the photos on page 15 show. Some general cargo depots did have large vans, which sometimes carried parcel traffic, much to the annoyance of the parcel workers.

In the June issues of VR on page 42 the top picture is of a Leyland Comet owned by McVeigh Transport. In the text, you state that it has a fifth wheel coupling, rather than the more frequently-used automatic coupling. It is more the other way round with Leyland Comets, except for the odd few in private haulage and those owned by BRS Parcels. All the Comets in the BRS general cargo fleet had fifth wheel couplings.

Please keep up the good work and show more old BRS pictures.

D Green, via e-mail

I'm more than glad to be corrected on details which only add to our knowledge. British Road Services seems to be a popular subject and we hope to bring you more. If anybody has pictures they'd like to share, please get in touch...



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MORE ON HENRY JOYNER

Given the opportunity, I would like to elaborate a little on the excellent article on Henry Joyner Ltd, which appeared in the August issue of *Vintage Roadscene*. Readers may have formed the impression that, with the extensive purchase of former War Department equipment, the firm had been able to renovate a few of the Canadian-built Dodge D60S trucks to serve its fleet. In actual fact, at one stage the company was running nearly 30 examples, in a fleet of 50 vehicles, so the ex-WD Dodges played a prominent role.

They retained their original side-valve petrol engines which, having run 50,000 miles, were fitted with new Wellworthy piston rings and the connecting rod bearing shells renewed. A major overhaul would be carried out at 100,000 miles, when the engines and gearboxes were removed and all working parts renewed or reconditioned.

These Dodges were originally fitted with single wheels at the rear, with 10.50x16 tyres on all wheels. They would be rebuilt with twin rear wheels, carrying 35 x 7.5 tyres, and were fitted with bulk tipping bodies which, like the remainder of the fleet, would be built in the firm's own workshop. With their two-speed axles, they were then regarded capable of carrying eight tons, although they were rated by the military as three-tonners, but as there was no word of the braking system being upgraded, it could be assumed that stopping them was an interesting experience...



Working at such weights took an expected toll. A stock of spare engines was kept, to ensure a rapid replacement in the event of a major failure. Frames would crack on a regular basis. This was rectified using a stock of pre-drilled sheath-fit plates, sleeved over the chassis for reinforcement, with existing bolt-holes being used for attachment.

The firm also ran six ex-WD Austin K6 six-wheelers on long distance bulk tipping work, carrying loads of ten tons. Their original 900x20 tyres were replaced with 11.00x20 equipment. Their petrol engines were also progressively replaced with Perkins P6 oil engines, which improved their fuel consumption from 7.5 mpg to 13.5 mpg. The cost of such a conversion

was compensated by the saving in fuel in about a year of operation.

In addition to the makes quoted, the firm also operated Foden eight-wheelers. The enclosed S24 example, 340 KVP, was photographed by my friend, the late Roger Kenney, at a stage when it had been pressed into service while its front bumper was undergoing repair.

Despite the arduous nature of the work Henry Joyner ran a smart fleet with the lorries regularly washed and well-tended with a one vehicle, one driver policy. The company's eventual closure may well have been due, in part, to the decline in the movement of coal, which had represented 60% of its traditional traffic.

Adrian Cypher, Swindon

COLOURS AND CHANGES

I have just been reading Issue 225 of *Vintage Roadscene* and it is very good as usual. The letters from Mike Smith and Alan Robinson on page 68 were very interesting for me. Mike Smith asks about the colour of the Woodside Brickworks vehicles; the Thames Traders were 7-tonners with timber dropside bodies and painted maroon with black wings. They had yellow/gold signwriting, but unusually had Wedgwood blue shadow on the letters, instead of the usual black. I believe they had replaced some earlier Commer QX lorries.

When Hall & Co took over, the Thames Traders were replaced by Ergomatic-cabbed AEC Mercurys in Hall & Co red, with alloy cage dropside bodies. The brickworks also ran two maroon ERF KV six-wheeled 'Sabrinas' with timber dropside bodies. Hall & Co re-bodied them with alloy cage

dropsides and painted the cabs red. The ERF Sabrinas were the first lorries to go when RMC took over. I noticed an ERF KV Sabrina on page 34.

Alan Robinson mentions the brown 'parrot nose' Dodge 100 series tippers of Henry Streeter Transport, fitted with Perkins R6 diesels. Henry Streeter's tippers were kept in the company's yard in Leslie Park Road, Croydon, only 400 yards from Hall & Co's Head Office in Cherry Orchard Road.

Henry Streeter replaced these parrot nose Dodges with new LAD-cabbed Dodge 300 series tippers, going on to buy six-wheeled Dodge 300 tippers followed by six-wheeled Dodge 500 Series tippers with Perkins V8 engines. Around 1970 the company bought a new yard in Croydon and became Dodge agents.

When Chrysler pulled out of the UK, Henry Streeter moved to Harlington, near

Heathrow Airport, and started to buy Foden eight-wheeled tippers. They always bought British. When Foden closed down, they had to buy DAFs. I haven't been over to Heathrow for a few years now, but the last time I was there the Henry Streeter DAF eight-wheeled tippers were still painted brown, just like the parrot-nose Dodges all those years ago, but the signwriting has been changed from white to yellow.

I like the Fire Service Period Adverts article on page 6. I believe James Whitson had worked for Dennis Bros before the war, before setting up on his own. They were traditional coachbuilders and were more expensive than other companies. Whitson became sub-contractors to Park Royal, making glass fibre panels etc. They went on to make complete glass fibre bodies for Winchester taxis, and Peerless sports cars.

H Daulby, Croydon.

DAF DETAILS

Great article in the magazine with regard to DAF Trucks, both the history and needing a maximum weight tractor were interesting. As you say, the company started importing them in 1972, but before this there were some operating up in Yorkshire in 1966, so perhaps a few companies were selected for a trial period as a testing platform.

I was in Eindhoven in 1969 and remember looking at the new trucks and DAF cars at the factory. Shell operated a number of them in Holland back then. As it was my first time in the country, I was looking out for any trucks that were never seen at home.

There was a company near Bath in Somerset that operated a number of DAF 2600 artics. I always liked the look of them, as they were different and the last time I saw one, it was parked at the side of the road near Farmborough just outside Bath. It was on an 'L' plate, 1972/3. This was mid-1980s, if I remember correctly.

There was a building company in Gloucester that operated a number of DAF

1900 4x2 rigid with demountable bodies, and they kept them going for probably the best part of 20 years. I am not sure how long they went on for, as I moved away from the area.

Changing the subject slightly, Phil reckoned that very few of us would guess about the other tractor unit belonging to Paccar. Well here is one that did, as I remember a few Kenworths around Bristol and I remember Whitwill's cabovers driving up through Avonmouth. One firm you did not mention that had a number of them was Gouldings. They had Kenworth and Mack on heavy haulage, their depot was not far from Chipping Sodbury, so had a local dealer. These trucks were cream with a blue roof, always looked very smart, not sure what happened to them eventually.

There was also a guy running a Kenworth bonneted artic tipper out of the quarry in Drybrook in the Forest of Dean but I think it was too big and he sold it.

Hope this is of interest and thanks for a great magazine.

Trevor Jones, via e-mail.

HOVERINGHAM FODEN MIRROR

On page 41 of the August issue of Vintage Roadscene, there was a picture of a Hoveringham Gravel Foden S21 tipper with a raised open roof fitting. These were pointed out to me as a youth and I was told they were mirrors.

The story as told to me was that drivers used them to keep an eye on the road to the rear, to try and avoid speeding tickets. They were possibly fitted to assist the drivers when loading under hoppers, as the gravel came out very quickly and, as I know from my one visit to fetch a load with a Bedford TK tipper, you very quickly had your weight in the body.

David Llewelyn, Nottingham.



MEMORIES FROM CUMBRIA

Page 57 of Vintage Roadscene issue 222 shows a Dodge Barreiros tractor unit being operated by the Taylor family of Underbarrow, a village slightly west of Kendal). Another generation now runs the firm, but G W (Geoff) Taylor is still about and in his ninth decade. The registration no shown must be one of the last marks issued by Westmorland County Council, whose motor tax office was in the County Hall at Kendal and whose JM mark was moved south, as a result of the local government changes of 1974. Westmorland's other mark, EC remained in the north-west of England.

A photo on page 41 of issue 224 depicts the premises of Carrs Biscuits at Carlisle. The factory still makes biscuits today, but operates under different ownership. Talking of businesses and the ownership thereof, I remember in my schooldays that Kendal had a butcher of that surname, but his shop front described him as a meat purveyor. There was also a mobile butcher whose rounds served the local rural areas. His name was Baker...

The section in issue 225 featuring Pickfords and Wynns stirred my memory to recall that the Austin Westminster, seen on page 13, was the most comfortable police patrol car I ever drove when escorting such loads. Pity about its handling on other jobs, though, and pity we couldn't see more of the Ribble coach on page 16. Good shot of one of my long-gone

local liveries, bottom right, page 32. Pity the same shot is wrongly captioned at the top of page 55 (Sorry, it's not – Ed), but it was good to be reminded of Bulwark and Ancliff on pages 40 and 42, and Hymas on page 43. I didn't know Dennison made lorries as well as trailers, and Hinos were very rare.

The piece on bus company canteens was interesting, as there were never such oddities in my part of the country. The nearest we got were two pre-war single-deckers, joined back-to-back, standing on a lay-by, alongside the A6 at Shap summit. These were nothing whatsoever to do with any bus company. Even staff canteens at some depots were closed down after privatisation. The TD4

at Newcastle's Haymarket, on page 52, is seen next to what appears to be an SMT single-decker, the destination blind of which says she reached Newcastle via Jedburgh. I bet after a run like that, her crew were glad to be inside the United TD4 having some refreshment.

Alan Wilson, Kendal.

Here's a nice follow-up mobile canteen, with Sheffield Corporation Transport. AEC Regal no M61, LMC 745, was photographed in Sheffield city centre on 3rd June 1960 by Brian Stephenson. The Middlesex registration is a clue to it having originally been an AEC demonstrator, new in 1940.



ANGUS JONES (2000 -2018)

Vintage Roadscene reader, Angus Jones, was taken on his final journey to Chichester Crematorium by Vintage Lorry Funerals' 1950 Leyland Beaver. Angus tragically lost his life in a road traffic accident on the A27 near Chichester.

Angus had been interested in lorries at an early age because his Mum's father drove a flat-bed rigid. He used to save up his pocket money and buy a number of magazines, including Vintage Roadscene, in which he enjoyed looking at the black and white pictures.

Angus was very interested in the past and used to call into Tangmere Airfield museum on his way home from school, to hear volunteers describe their experiences in World War II. Money in lieu of flowers is destined for the restoration project of the former Control Tower at Tangmere, which is fitting given its active role in the war. The airfield had a key role in the Battle of Britain, was the home base of Douglas Bader and was the last place in England that most SOE agents saw before they took off and were dropped behind enemy lines in France.

Angus played guitar, and not only modern songs, but also 'sounds from the 60s', including The Kinks and The Searchers. His favourite TV programme was Heartbeat, which he used to watch on ITV3.



He had completed his Theory Driving Test, however, he was killed before he could take his road test. Angus used to dream that one day he would drive a Rover 214.

Angus earned his living working for Chichester District Council as a bin man. He started as an agency worker, but quickly found his feet, happy to be part of the team and always creating time for members of the public to answer any questions.

The cortège stopped at Tangmere Airfield and Tangmere Village Hall, so that over 100 local people could say their good-byes and

there was spontaneous applause as the Leyland Beaver left for the crematorium.

A Chichester District Council bin motor followed the Leyland Beaver into Chichester Crematorium where his workmates, each with a green bin, formed a Guard of Honour.

Angus is deeply missed by Clare, Adam, his brother Sefton, his sister Ayla and his extended family and friends.

For more information on the activities of the 1950 Leyland Beaver please ring 01225 865346 or visit the website, www.vintagelorryfunerals.co.uk

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Transport Artist with a Difference



Above: James Wade with his Mini door with the Diamond T painting.

Malcom Ranieir writes: I came across James Wade at Cannock Truck Stop in May, displaying some of his work, painting on car doors. I thought this was unusual and asked him how he became an artist specialising in transport subjects...

James says: "At school, all I wanted to do was drive a lorry for a living, but I was also good at art. So on leaving school the perfect job for me was as a signwriter. One day in 1987, still an apprentice, I was asked by Clive Gilbert, of Heybeck Garage at Woodkirk, if I could signwrite his Diamond T recovery truck which

he had just renovated. I jumped at the chance to paint this old American truck and that was just the beginning.

I got so many spin-off jobs from it, six months later I'd got a van and went self-employed. As a tribute to the Diamond T job, I painted a picture of it on the side of my newly-acquired mini van with a Gibbs of Fraserburgh Atkinson eight-wheeler on the other side for good measure.

Over the next ten years, around the Batley and Dewsbury area, I signwrote everything, from Oxford college boat oars, to pub signs, to lorries and coaches for local transport firms. Later on, the bulk of my work was painting canal barges, with their fancy lettering and decorations.

Unfortunately, in the late 1990s, I got an allergy to paint, possibly with over-exposure to the chemicals and the lead they still put in signwriters paint. So I had to pack the job in which was like losing a good friend at the time.

Today I drive lorries, not signwrite them, but in my spare time – as I always have done – I paint pictures with acrylics, whether it be a horse and cart, canal barge, tugboat or a steam lorry, anything to do with transport fascinates me. Even on the road at work, I carry a sketch book with me, drawing the things I see, while waiting to get unloaded. I've sketched things like dock yards, old mills, pubs, anything slightly different with an industrial nature."



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| S3 AA | 8 ATY | BRE 771Y | COS 777A | DOM 41V | FAJ 51L | GRA 790V | HUR 57V | JM 8753 | KOH 74N | L 1 | LOU 153P | LNU 847 | R6 LER | JB65 SJ | TJA 966R | PWA 77S |
| 487 AAA | LY61 BAV | BRA 118Y | COD 511S | DON 43V | FAK 13K | GRA 789N | HUR 7Y | JMA 993K | KOH 16K | L 2 | LMN 100M | PNJ 507H | RO11 ELS | T888 SJ | TG 149 | L4 WBR |
| 592 AAA | 522 BAX | BRA 119Y | COK 576Y | DON 42V | FAD 16N | GRA 789A | HUT 76N | JMB 44AC | KCH 55N | L 3 | M23 RCS | S77 PJW | RO11 ELS | T91 JUH | WBZ 3 | WBZ 3 |
| 915 AJA | BRA 119Y | BGR 150N | COK 704C | DON 39V | FAD 17N | GRA 290V | HUT 71N | JMC 51 | KCH 38N | L 4 | H15 MES | DNM 947 | RO17 LDA | 97 TKE | WCG 68 | WCG 68 |
| EET 5 EN | BRA 119Y | BGR 199S | COK 31V | DON 87V | FAD 12R | GRA 990N | HVA 12R | JPA 03P | KCR 18N | L 5 | 809 NEM | DNM 948 | RO17 LDA | 98 TLE | TLE 100 | TLE 100 |
| BBH 655P | FBR 199S | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 89 | L 6 | MES 878 | DNM 950 | PKH 130P | 550 TM | 550 TM | 550 TM |
| S77 ABC | BBH 717P | BFR 99Y | CRA 16W | DOR 12Y | FAT 24R | GRA 23D | HVA 12R | JPA 08P | KDR 97 | L 7 | MFA 54 | DNM 950 | PKH 130P | 896 TMK | 896 TMK | 896 TMK |
| ABF 364M | BBH 699P | BFR 996 | CRC 673 | DOK 6K | FAT 33N | GRE 950N | HVA 12R | JPA 08P | KDR 97 | L 8 | MFV 885 | DNM 952 | PKH 130P | R77 WDA | R77 WDA | R77 WDA |
| B741 ABH | BBK 119Y | BFR 996 | CRC 673 | DOK 6K | FAT 33N | GRE 950N | HVA 12R | JPA 08P | KDR 97 | L 9 | MFV 885 | DNM 952 | PKH 130P | T07 153N | T07 153N | T07 153N |
| AB18 GAL | BFR 996 | BFR 996 | CRC 673 | DOK 6K | FAT 33N | GRE 950N | HVA 12R | JPA 08P | KDR 97 | L 10 | MFV 885 | DNM 952 | PKH 130P | T08 153N | T08 153N | T08 153N |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 11 | MFV 885 | DNM 952 | PKH 130P | SM17 HYD | SM17 HYD | SM17 HYD |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 12 | MFV 885 | DNM 952 | PKH 130P | N901 TOO | N901 TOO | N901 TOO |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 13 | MFV 885 | DNM 952 | PKH 130P | T09 1 HYD | T09 1 HYD | T09 1 HYD |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 14 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 15 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 16 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 17 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 18 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 19 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 20 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 21 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 22 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 23 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 24 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 25 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 26 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 27 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 28 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 29 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 30 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 31 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 32 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 33 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 34 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 35 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 36 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 37 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 38 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 39 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 40 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 41 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 42 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 43 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 44 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 45 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 46 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 47 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 48 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 49 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 50 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 51 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 52 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 53 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 54 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 55 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 56 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 57 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| B741 ABH | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 58 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES 157T |
| BBH 655P | BFR 996 | CPE 76 | DOR 68B | FAT 13B | FAD 18Y | GRA 713V | HVA 12R | JPA 08P | KDR 97 | L 59 | MFV 885 | DNM 952 | PKH 130P | WES 157T | WES 157T | WES |